

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 30.21

(ESTABLISHED 1881.)
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November 20, 1913. Temperature a.m. 58, p.m. 67; Humidity...57, 51.

November 20, 1913. Temperature a.m. 68, p.m. 73; Humidity...70, 65.

FRIDAY, NOVEMBER 21, 1913.

五拜禮 號一廿月一十英曆

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9,254 晚四廿月十年丑癸

TELEGRAMS.

THE MEXICAN CRISIS.

INSURGENTS AND AMERICA.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 20.
Reuter's New York correspondent states that, following the demand by the Mexican insurgent leader, General Carranza, that Mr. Hale, President Wilson's unofficial envoy, should produce his credentials, which he was unable to do, dealings between the American Government and the insurgents ended.

Huerta's Message.
London, Received Nov. 21.
"Napoleon's dictum on law is not violated when one saves the Fatherland." This declaration is given prominence from President Huerta's message to Congress. The message does not mention international relations, but proceeds to justify the recent dissolution of Congress. It concludes by reminding Congressmen that the moment is a solemn one, possibly decisive of the future of the nation, and hopes that Mexicans will soon be united in the task of national reconstruction.

There is much speculation as to President Wilson's next move as Mr. O'Shaughnessy has been further instructed to remain at his post.

News of the intended despatch of a British Squadron has aroused the keenest interest, the Mexicans considering Britain as their friend.

Foreign Precautions.
Foreigners are actively taking defence precautions, as they fear disturbances.

Foreign Warships.
Later.
The Japanese cruiser Idzumi is now hurrying to Mexico. Already there are United States, British, German and French warships in Mexican waters, totalling twenty-two.

Britishers Threatened.
It is reported that English people from Campeche Oilworks are crowding into Vera Cruz owing to threats by the rebels; hence the despatch of British cruisers.

NO ELECTION.

MR. REDMOND'S ASSURANCE.

London, Received Nov. 20.
Mr. John Redmond, speaking at Birmingham, said the Opposition might make up their minds that there would not be a General Election, and that Home Rule, Welsh Disestablishment, and the Plural Voting Bill would pass into law during the lifetime of the present Parliament.

KRUPPS' DIVIDEND.

HIGHER THAN EVER.

London, Received Nov. 20.
Messrs. Krupps have declared a dividend of 14 per cent. on a capital of 20,000,000 sterling. This is the highest dividend on record paid by Krupps.

POSTAL WORKERS.

WARNED AGAINST STRIKES.

London, Received Nov. 20.
The Postmaster-General has warned the employees that if they strike measures will be taken to render a recurrence impossible.

TELEGRAMS.

RUSSIA AND MONGOLIA.

A CLOSER FRIENDSHIP.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 21.
Reuter's St. Petersburg correspondent states that the Mongolian Premier says the object of his visit to the capital is to express the sincere thanks of a reformed Mongolia for the friendship of the Russian Government.

MEDAL FOR COMMANDER EVANS.

London, Received Nov. 20.
The Royal Scottish Geographical Society's Livingstone medal has been conferred upon Commander Evans at Edinburgh.

LOCAL SPORT.

CRICKET.

League Matches.
The following have been selected to represent K.C.C. in their match against Hongkong, C.C. in the 1st League to-morrow on the Hongkong Ground, commencing at 2 p.m.:—J. P. Robinson, F. J. de Rome, W. Kay, K. R. Macaskill, W. L. Wessner, W. T. Elson, W. E. Dixon, B. D. Evans, H. S. Rouse, J. H. Mead and A. R. F. Raven.

The following have been selected to play for the C.C.C. against the S.S.C.C. on Saturday, 22nd inst., on the Civil Service ground at 2 p.m.:—L. A. Rose, E. L. Bragg, G. A. Hancock, G. R. Southerton, H. H. Taylor, B. Bass, R. Pestonji, J. D. Noria, F. K. Tata, C. Johnston and R. A. Cayvalho. Reserve:—A. Davierwalla.

FOOTBALL.

Hongkong League 1st Division.
Hongkong Football Club are to meet D.C.L.I. on the Hongkong Football Club's Ground at 4.30 p.m. sharp to-morrow. The official referee is Sgt. A. A. Wilson, R.G.A. The Team is:—O. A. Goldenberg, N. L. Railton, J. Stalker, R. C. Brown, W. B. Rigden, R. F. Long, L. L. Goldenberg, F. A. Briggs, C. Edgecumbe, N. L. Railton, J. C. Lowick.

1st Division League Table.

	P.	W.	L.	D.	F.	A.	Ptd.
D.C.L.I.	1	1	0	0	2	1	2
R.G.A.	1	1	0	0	4	0	2
R.E.	2	0	1	1	3	4	1
H.K.F.C.	1	0	1	0	0	4	0
H.M.S. Tamar	—	—	—	—	—	—	—

HARMSTON'S CIRCUS.

Last Two Days of the Show.

Mr. Lanzis won the amateur riding competition at Harmston's Circus, but to night there is a competition for those who feel inclined to emulate the pony and stride the revolving table. Six competitors have entered, and the prospects of laughter are decidedly good. To-morrow is the last day of the Circus in the Colony, and there will be a matinee and an evening performance.

Coming to Hongkong.

Mr. A. C. Pearson, who has been spending several months in the F.M.S., leaves with Mrs. Pearson at the end of this week for Singapore, says the Straits Times of the 13th inst. from whence, he proceeds to Hongkong, making that his centre for visits to various parts of China before going on leave. On returning to the East he will take up his position as Governor of British Borneo.

TELEGRAMS.

REPLY TO ULSTER.

A NATIONAL ARMY.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 20.
A labour leader named Connolly, addressing a meeting of strikers in Dublin last night, said anyone intending to join the Transport Workers' Union must be prepared to enrol in the "Citizen Army" which is being organised. He said that Captain White, son of the Defender of Ladysmith, was prepared to drill and train the Army, and other officers were prepared to undertake similar work.

The Idea.

The Daily Chronicle says the movement is to form an Irish National Volunteer Force with the object of upholding the authority of the Crown and Government in Ireland. Sir Roger Casement (the ex-Consul who inquired into and reported upon the Putnam atrocities) is co-operating with Captain White and is inviting Nationalists to join the force. The strikers in Dublin whom Captain White intends to organise will be merely a nucleus of the force.

STEAMER ABLAZE.

Terrible Disaster in an Indian Port.

Tuticorin was on November 4 the scene of a terrible disaster in which two European engineers, two children and others are known to have perished and which may have been accompanied by considerable loss of life. The Burma Oil Co.'s steamer Twingone, whilst discharging petrol into a lighter, caught fire and was quickly a mass of flames. A lifeboat was fortunately already launched at the stern of the vessel and was got away, but a dinghy with Capt. O.A. Barrand's wife and two little ones aboard was capsized. Mrs. Barrand and her baby were rescued, but her three-year old girl is said to have perished. The others known to have been lost are the chief engineer, the second engineer and the son of the Tuticorin Port Officer (Capt. Leverett). The second engineer perished in a gallant attempt to save the life of Capt. Leverett's son and was actually seen swimming with the boy in the water. The crew are said to have behaved fairly well.

The Twingone, says the Times of Ceylon, carried first, second and third officers; first, second, third and fourth engineers and a crew of about fifty. She arrived at Tuticorin on November 3 from Rangoon with 2,000 tons of oil. Her usual run is between Rangoon and Madras, but occasionally she trades to Tuticorin.

Cause of the Fire.
It seems that, at the time the explosion occurred, the second officer of the Twingone was looking after the discharging of the cargo from the vessel into a lighter alongside. The lighter was almost fully loaded with drums and cases of petrol, and a case which was being lowered from the steamer into the lighter dropped from the sling into the barge. It fell a distance of several feet, there was a sudden explosion, and in about four seconds the lighter was a mass of flames, and almost simultaneously the vessel herself caught fire. How the oil became ignited is not known definitely, but it is presumed that the shock of the fall must have caused spontaneous combustion.

So far as I can gather from conversations I have had with the first, second and third officers of the Twingone, said Mr. E. W. Beale, first officer of the

TELEGRAMS.

THE AFRICAN TROUBLE.

POSITION STILL GRAVE.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 21.
The Indian position in Natal is still grave.
There have been exciting disturbances on the sugar estates at Illovo, where a small body of police, armed only with staves, routed 400 Indian who assailed them, arresting the ringleaders. Afterwards the police removed five trolley-loads of cane knives, fencing standards and other weapons from the Indian barracks.

The rioters offered to resume work, but were informed that they could not do so until Monday.

B. I. steamer Bharata, in the course of an interview, "everything happened so quickly that no one on board is able to give a very clear account of anything that occurred, and no one was able to do anything for anyone else as the fire spread so rapidly. The officers of the vessel tell me that, within four minutes of the fire breaking out, on the lighter, every soul had left the Twingone.

The chief and third officers were for'ard when the explosion on the lighter took place; they saw the smoke and immediately made a rush with the intention of getting aft. Short though the distance was, however, they were quickly cut off by the flames, and were quite unable to get through the alleyways. They saw that they could do nothing, and went over the fore-castle and down a rope into the sea. Every body thought those who were in the fore-castle were lost, but, as it subsequently transpired, the fore-castle was the one safe spot in the ship, for the wind was blowing the flames aft. When we sailed yesterday (November 4) evening the Twingone was ablaze aft and amidships, but the fore-castle had not been to any extent invaded by the flames, and the flag was still flying on the fore-castle head."

Each for Himself.

Another description of the occurrence was given by Mr. Hemmings, second officer of the Bengala, who commanded a rescue boat from that vessel. After describing the outbreak on the lighter, he said:—"The lighter drifted away from the burning oil steamer a veritable floating furnace with volumes of smoke, pierced by tongues of flame many feet high, rising from her. She drifted slowly across the harbour, and her progress was punctuated every now and then by loud explosions caused by the bursting of the oil drums, and with every explosion a fountain of blazing oil was thrown high into the air descending, still burning, on the surface of the water. In her wake she left a trail of fire, and all around her water was a sea of flames. In her progress the lighter drifted beneath one of the two lifeboats which the Twingone carried, and this boat was immediately in flames in the davits. The ropes were burned through in no time and the lifeboat, now well alight, fell into the harbour, where she continued to burn herself out.

"I am told that the fire ball was sounded and, so far as I can gather, there was no panic on board and the crew behaved fairly well. Everyone seemed to realise that it was a case of each man for himself, and that unless they got off immediately there was no chance for them. Fortunately the second life boat was already launched and was at the stern of the burning vessel with a rope ladder descending to it.

"When he learned that the Twingone was on fire, Capt. Leverett was in a frenzy. He knew his son was on board and hurried to one of the B.I. launches which was just leaving and insisted upon climbing into the burning vessel in a frantic search

TELEGRAMS.

LARKIN AGAIN.

ANOTHER VIOLENT SPEECH.

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 20.
Larkin, the recently released Dublin strike leader, addressed a Socialist demonstration at the Albert Hall. He made a violent speech denouncing the capitalists, the Government and the Trade Union leaders' policy towards Dublin.

He was hissed by students, who, in trying to rush the hall, came into conflict with the police. Several were injured in the melee.

"One of the two dinghies which the Twingone carried in addition to the lifeboats was launched, and among those who found seats in her were the Captain's little daughter, aged three, in charge of an ayah. The boat almost immediately capsized and the occupants were thrown into the water. The crew, who, I suppose, numbered about fifty, either found a place in the lifeboat at the stern or jumped into the water, and risked injury from the blazing oil which covered the surface for some distance around the vessel. There were, of course, many coolies and boatmen in the lighter, and these men also jumped into the harbour and some of them were badly burned. In the worst predicament of all, perhaps, were the coolies who were working in the hold of the blazing vessel. They had to get on to the deck, and were compelled to jump for it, as the second lifeboat was in flames and it was apparently impossible to stop to lower the second dinghy.

"We were the second boat on the scene and were followed by two B.I. shore launches which set out as soon as the fire was noticed from the shore. When we arrived we found the lifeboat at the stern of the Twingone with her gun-wales flush with the water. The boat was crowded and many men were clinging to the 'grablines' of the boat and were thus keeping their heads above water. In the lifeboat and clinging to it there must have been at least forty persons, but I could not say exactly how many. We picked up fifteen men—thirteen coolies and boatmen and two members of the crew—and then returned to the Bengala with them. On our way we picked up one more boatman making sixteen rescues altogether.

"Up to the time we left Tuticorin no one could give any account as to how many persons had lost their lives. Up to the present it is known that the chief engineer (Mr. Cockburn), the second engineer (Mr. Pike), the captain's three-year old daughter, and the Tuticorin Port Officer's (Capt. G. Leverett's) son (aged nine) who was on board the Twingone when the fire occurred, have perished.

Engineer's Gallantry.

"The last that was seen of the Port Officer's little son was in the arms of the second engineer who is said to have gone back into the burning ship for him. The first officer of the Twingone declares that he saw the second engineer with the boy in his arms in the water and he must have jumped into the sea with the boy. However, unhappily, nothing had been heard of either of them when we left Tuticorin, and there can be no doubt that they have perished.

"When he learned that the Twingone was on fire, Capt. Leverett was in a frenzy. He knew his son was on board and hurried to one of the B.I. launches which was just leaving and insisted upon climbing into the burning vessel in a frantic search

TELEGRAMS.

AUSTRALIAN POLITICS.

THE OBSTINATE LABOURITES

Reuter's
[Service to the "Telegraph."]
London, Received Nov. 21.
Reuter's Melbourne correspondent states that the Labour majority in the Senate refuses to transact business until the House of Representatives considers Mr. Fisher's want of confidence motion, which the Government has declined to treat seriously.

for his missing boy. Efforts were made to show him the futility of such an action, as it was impossible that there could still be any one alive on board. He got as far as the fore-castle, which was the only portion not in possession of the flames, but was then compelled to return. It was not the least use telling him that his son had been seen in the water in the arms of the second engineer.

"How the Captain's little daughter met her death is unknown, but the ayah who had charge of her in the dinghy which capsized was subsequently picked up in an unconscious condition by a motor launch.

"No one appears to know how the chief engineer, who could not swim, got into the water, but he was picked up by the Port Officer's launch. We tried artificial respiration for some considerable time and succeeded in getting him round, but we were so far from the shore and medical aid that he expired before he could be landed."

Mrs. Barrand's Bravery.

A later account included the following incident:—"I think Capt. Barrand's wife was quite the bravest person on board" declared the second officer of the Bharata. "When the steamer was in flames she was on deck with her baby of nine months in her arms. 'What shall I do?' she asked and someone said 'jump overboard.' She was given a life-belt, and putting it on promptly obeyed the instruction. It must have taken a tremendous amount of pluck for a woman to jump into the sea like that, particularly with a baby in her arms and with oil burning on the surface of the water. It must be said to the credit of the Tuticorin coolies who were working in the hold of the vessel that several of them kept swimming around and around her in case she might sink and should need assistance. She and her baby were picked up by the Port Officer's launch. Mrs. Barrand was burned about the face, but the baby escaped unhurt and was said to be quite O. K. when I inquired after her yesterday."

The Death Roll.

The Bharata officers state that so far as they can gather the persons known to have perished are:—The chief engineer (Mr. Cockburn), the second engineer (Mr. Pike), Capt. Barrand's three year old daughter, the Port Officer's (Capt. Leverett's) nine year old son, Capt. Barrand's ayah, a coal trimmer, two native boys belonging to the crew.

"As for the coolies and boatmen who were working in the hold of the Twingone and in the lighter alongside, the estimates of those missing are unreliable and differ very considerably. Some reports state that two or three have perished and one that no less than fifteen are missing. These reports must be taken with every reserve and it is to be hoped that the death roll among the coolies and boatmen has been exaggerated. In the hospital at Tuticorin there are several coolies and boatmen suffering from very severe burns all over the body. Two coolies are said to be in a ghastly condition and there is little hope of their ultimate recovery.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Indian position in Natal is still grave. Rioting is reported.

There are now twenty-two foreign warships in Mexican waters.

Messrs. Krupps have declared a dividend of 14 per cent, which is the highest on record.

Foreigners in Mexico are taking defence precautions in view of possible disturbances.

The Kwong Yik Bank, Singapore, has suspended payment, but a full settlement is anticipated.

It is announced that dealings between the American Government and the Mexican insurgents are ended.

The Royal Scottish Geographical Society's Livingstone medal has been conferred on Commander Evans.

Mr. Samuel has warned postal employees that if they strike, measures will be taken to render a recurrence impossible.

Mr. John Redmond at Birmingham, said the Opposition might make up their minds that there would be no general election.

The Mongolian Premier is on a visit to Russia, and the Mission will endeavour to strengthen Russo-Mongolian trade relations.

President Huerta's Message to Congress does not mention international relations, but comments on the solemnity of the moment.

News of the despatch of a British squadron to Mexico has created the keenest interest, the Mexicans regarding Britain as their friend.

A movement is on foot to form an Irish National Volunteer Force with the object of upholding the authority of the Crown and the Government in Ireland.

LOCAL.

The November Criminal Sessions were continued in the Second Court to-day.

An interesting judgment by the Paines Judge, on a promissory note claim, was given this morning.

Twenty-four candidates have entered their names for the University Matriculation examination to be held in December.

An Enterprising Skipper.

The recently issued annual report on Sandakan Residency says Batu Lima rubber estate is the private venture of Captain Sembill, of the N.D.L. as Borneo who has a brother looking after the estate; he employs no indentured labour but has imported free Chinese who squat on the land and at the same time find work on the estate. Captain Sembill has also taken up the breeding of pigs and to improve the stock has imported English boars.

DON'T FORGET.

TO-DAY.

Harmston's Circus—9.15 p.m.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.

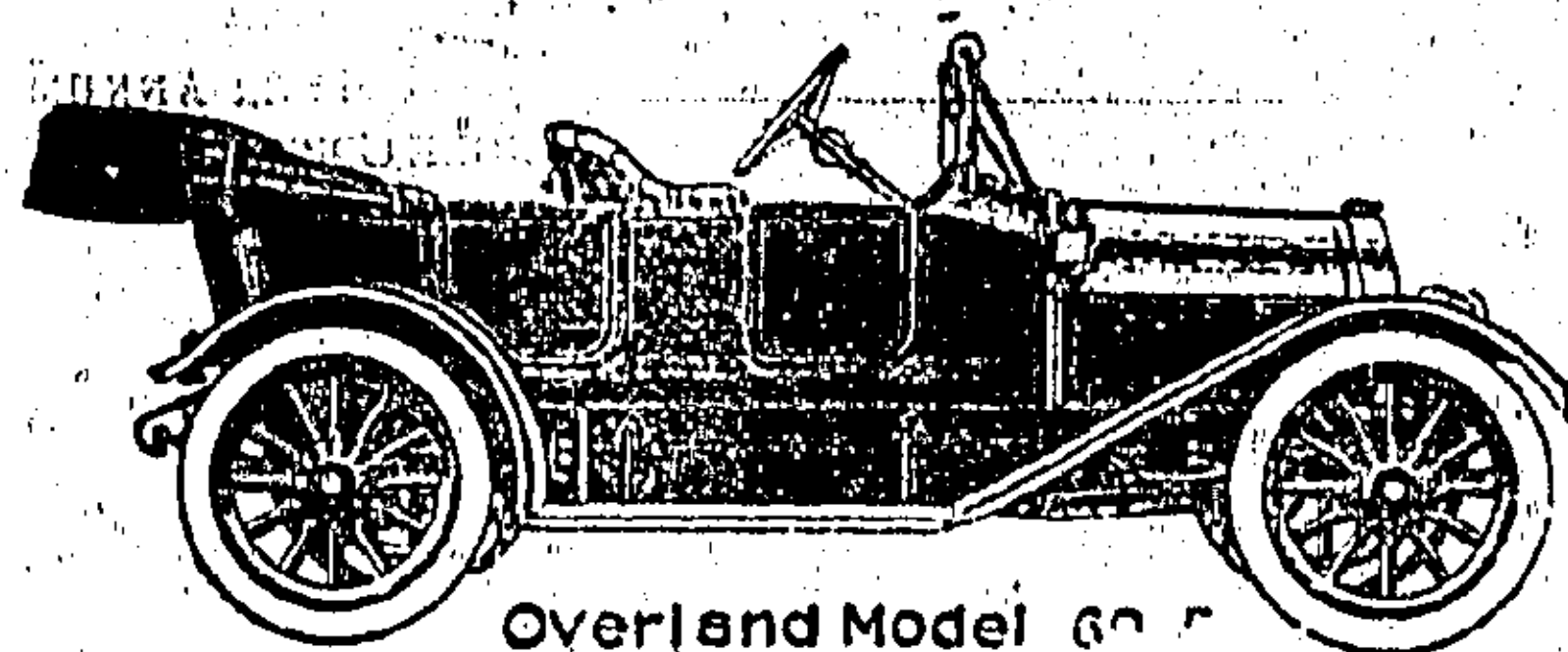
Bijou Theatre, 9.15 p.m.

Monday, November 24.

Auction of Old Chinese Porcelains at Sales Rooms, by Messrs. Hughes and Hough 2.30 p.m.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

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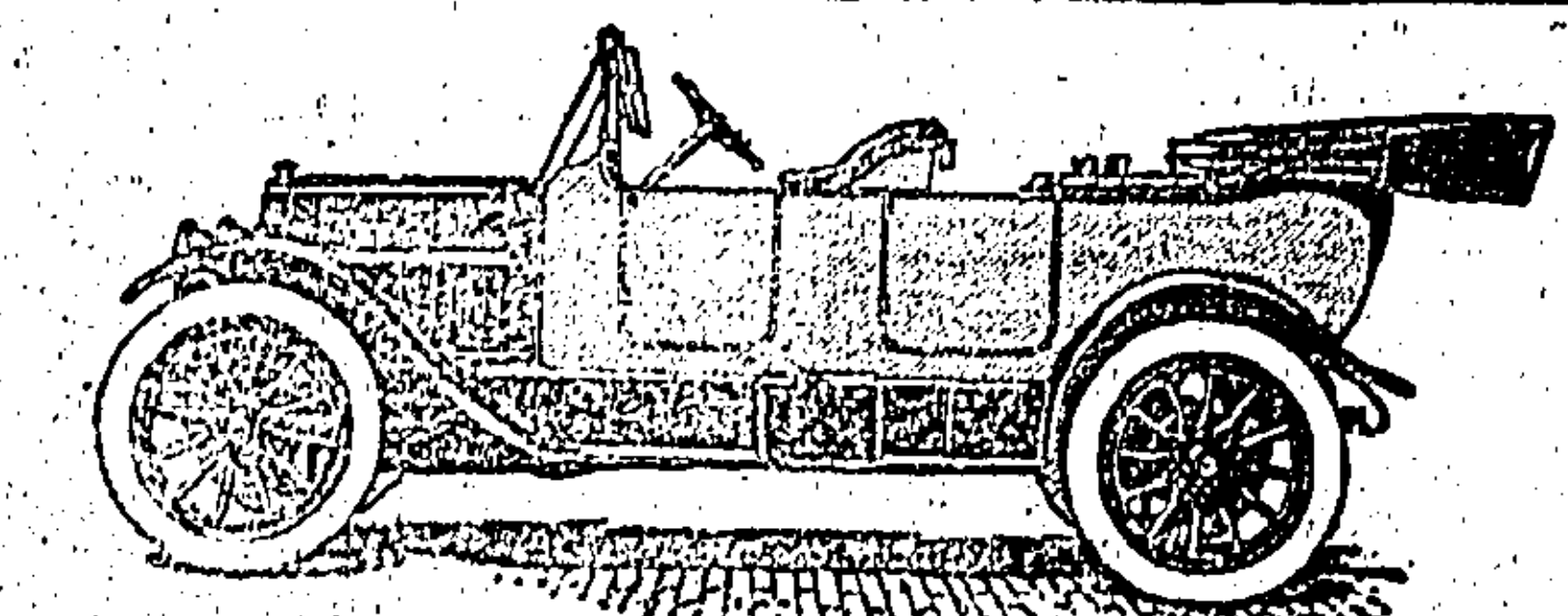
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Hongkong, 18th July, 1913.]



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South China Morning Post.

Politics and People.

May be in years to come the Chinese will be able to appreciate the blessings that western learning can bestow, but such must come along pure and acceptable channels—unflinched by redactionists and lotterers. That a change has taken place in and among the Chinese in parts of the south is apparent, but the people remain untouched by the quickening power which a revolution would be expected to impart. The more advanced and intelligent southerners have had a surfeit of revolt and revolution. They are prepared to leave politics to Peking and millions of them care not who controls the ship of State so long as their means of livelihood are not imperilled. We have hope of China's future, and of the Chinese people, but it is a mistake to imagine that the country as a whole is engrossed in the mystic maze of politics in Peking.

Daily Press.

Futures of the Philippines.

Though it cannot be said that such a proposal as Mr. Harrison favours entirely fulfils the Democratic idea of a renunciation of the policy of imperialism and Colon at exploitation, it is a long step towards it. To all intents and purposes this has been the policy of the Government in Manila from the day of Mr. Burton Harrison's arrival in the Philippines as Governor-General. The Filipinos have already been given a predominant voice in the Legislature, and as far as possible Americans are already being replaced in the public service by Filipinos. Whether the Filipino aspirations, and the pledges of the Democratic party, which are in complete accord with them will be fully fulfilled during the occupancy of the White House by President Wilson will depend upon the measure of success which attends the experiment which the new Governor-General of the Philippines has initiated. As the Democratic Party in the United States is so emphatically opposed to a policy of imperialism, a decision to convert the Philippines into a self governing Colony on British lines, can only be regarded as a preliminary step leading up to the complete independence of the Islands with an international guarantee. That is the aim of the Administration, but how soon it will be attained must depend upon the degree of competence shown by the Filipinos to govern themselves.

China Mail.

How the New Trade Unions May Succeed.

Moral obligation, unfortunately, has not, in many cases, come within the range of the training of such men, and we fear, too, that it is not always fully accepted even by some of the employers, or rather by their foremen or other representatives. There is, however, hope for the future. We are glad, therefore, to note that the secretary of the National Union of Railwaymen, in a speech on Sunday last, enforced the view that sectional and sympathetic strikes were not to be entered into without the authority of the executive. He said that "if the leaders had not the confidence of the men, the men had the power to remove them; but having been entrusted with the responsibility of matters affecting their every-day life their leaders had the right to demand that they should, at least, have their support." It is illustrative of the difficulties of the present situation that, within forty-eight hours of this pronouncement, several thousand railway men struck work at Liverpool and Birmingham in sympathy with those out of work at Dublin, and without the sanction of the executive. Nothing could possibly justify such action, and the quotation we have made from the speech by Mr. G. H. Thomas, M.P., suggests that the sympathetic strikers are little likely to receive the support of the unions.

For a good solid meal a la Carter or Table d'Hôte with Wine & Liqueurs of the Best ALEXANDRA CAFE Co.

GENERAL NEWS.

Diplomatic Body.

At a meeting of the Diplomatic Body at Peking on November 12th the question of presenting credentials, it was agreed to two Ministers presenting their credentials a day, one in the morning and one in the afternoon.

China's Internal Affairs.

Advisors from the Federated Malay States say that public feeling in these States has decidedly cooled in the matter of China's internal affairs. This is significant since a great portion of the finances to assist the Revolution was subscribed in the F.M.S.

Early Marriage.

It has been a curse to the Chinese race for young men and women to marry at an early age, and it is not uncommon that youths of 15 years of age are married, says the *Peking Gazette*. This custom not only injures the health of the parents, but brings forth a weak generation to the nation. The Minister of Education has recently brought up a bill in the Cabinet for discussion. It provides that unless the age for marriage has been reached none should be allowed to marry, and that the chief of the family shall be held responsible for the violation of the above rule.

Large Strong Room.

A large strong room which has been built, at a cost of about \$25,000, for the Guaranty Trust Company of New York, measures, outside, 30ft. 6in. by 28ft. 6in. by 28ft. 6in. high, and inside, 34ft. 7in. by 23ft. 8in. by 21ft. high. It is divided into two storeys, each about 10ft. 3in. high. The room has been constructed with a 2ft. concrete shell reinforced with steel rails, and a lining of Bascon and chrome steel 4in. thick. The total weight is about 1,750 tons when empty, and the room is designed to withstand a live load of 1,050 tons. The doors, one for each storey, are 7ft. high, 4ft. wide, and 3ft. thick, and each weighs about 30 tons. The door frames weigh 34 tons each. The room is believed to be proof against attack by either fire or burglars.

Sitting During Prayers.

Referring to the tone of present-day worship in his parochial magazine, the Rev. J. H. O. Macaulay, minister of Backburn Presbyterian Church, says that the attitude of sitting during prayer, which at present prevails in most Presbyterian and English Nonconformist churches, is a regrettable innovation of the English Puritan period, influence on Scotland; and while it would be vehemently defended to-day by hosts of good people as an immortal Presbyterian rite, it is really nothing of the kind. After dealing with the historical evidence on the attitude of prayer, Mr. Macaulay expresses the opinion that as time goes on, the old and universal custom of the church of kneeling at public as in private prayer will again become the recognised attitude of devout people in Presbyterian and Nonconformist churches.

Sunday Amusements at Southport.

The Southport Free Church Council Executive Committee has decided to issue a manifesto protesting against the commercialisation of the Sunday, and to urge that seven days' licences for picture palaces in the town should not be renewed. The Rev. F. Hibbert, the hon. secretary, stated that the candidates in the approaching municipal elections would have questions on these lines placed before them by the Free Church Council. It was not their object that people should have a miserable Sunday, and they did not wish the people to imagine that they objected to legitimate enjoyment on the Lord's Day. Of course, they recognised that the best way of spending Sunday was in religious worship, but they recognised that all people did not think so. They objected to the using of Sunday for commercial purposes. They were quite as opposed to Corporation band performances for profit on Sunday as they were with respect to the opening of cinemas and photograph theatres for profit on the Sunday.

LOST LEADERS OF MEDICINE.

Achievements of Some Famous "Renegades."

At the opening of the twenty-ninth winter session of the Middlesex Hospital Medical School, Dr. W. Samson Handley was the speaker, and Sir Quire Bane of presented the prizes. Dr. Handley spoke on the careers of distinguished men who had commenced life as doctors and subsequently adopted another profession. Medicine was not a mere technical training but formed one of the best means of developing a man's powers in whatever direction those powers might later be employed. The present Post Laureate had obtained an Oxford medical degree and was a Fellow of the College of Physicians. His career must have gained in directness and humanity from his years of service to the London poor. In politics successes had been gained more on the administrative and diplomatic side than in the field of debate. Sir Charles Wyndham was a qualified medical man, and was doubtless one of the lost leaders of medicine. Sir Arthur Conan Doyle was also a medical man. The renegade doctor was generally to be found near the top of his particular tree. Medicine was the best way of getting a more general acquaintance with scientific thought. The personal service which a medical student rendered to his unfortunate fellow-citizens must tend to broaden his outlook upon life—"he who washes the beggar's feet may find his own whiter than before." Medical men got their responsibilities early. They had to conduct operations at an early stage, when death would call checkmate to any false move.

Scientific Knowledge.

Speaking of the importance of scientific knowledge, Dr. Handley said that the safety of the State was as much bound up in the progress of scientific knowledge as in the maintenance of the Navy. One of the most urgent needs was the presence among our leading men, who at present received almost an exclusively classic literary or legal education, of a large number of men who had had a scientific training. To ambitious young men he would say: "When you have obtained your arts degree leave the class and turn your attention to the growing edge of knowledge. Spend a few strenuous years in acquiring the scientific knowledge and mental discipline which medicine is capable of giving. In your subsequent career of politics or whatever it is you will find the time well spent."

Sir Squire Banoroff said that the theatrical profession considered it a duty to pay a fragment of the debt which was always owing and increasing from them to physicians. To the students he would say, "cheerful" for he remembered one young medical man who went to see a serious case with an older doctor. The student assumed a proper look of solemnity, but his companion turned on him and cried: "For mercy's sake, man, don't look like that. The poor soul will think you are the undertaker."

Dr. Campbell Thomson, the dean, in his report, said that the school had been particularly fortunate in receiving a large gift of money with which to build a new block of buildings for pathological work. The building which was to be known as the Pathological Block and Institute of Hygiene, was now in course of construction. Research into the problem of the causation and cure of cancer was being actively carried on and encouraging results had been obtained from the use of radium, which made it hopeful that further progress would be made in this direction.

Prince Alexander of Teck, chairman of the hospital, said that it was appropriate that those who had gained prizes should receive their rewards at the hands of Sir Squire Banoroff, who had used his art to get money for the institution and had ever been ready to give the board the benefit of his sound judgment and knowledge of affairs.

SERVICE MATTERS.

Territorial Musketry.

An inquiry is proceeding at the War Office with a view to devising a scheme to improve the musketry training of the Territorial Force. Major-General C. C. Monro, commanding the 2nd London Division, is chairman of the committee.

China and Crimea.

Admiral Francis Starkie Clay, whose death is announced, joined the Navy in 1852, and served as a naval cadet in the Black Sea during the Crimean War. He also went through the Chinese War of 1857-61, and later took part in the operations at Kagosima and Shimonoseki as senior lieutenant of the *Perseus*. On his retirement in 1899 Admiral Clayton had had about 47 years' service in the Navy.

Busy Time.

The present month and December will be notable in many respects so far as the Navy is concerned. Already the super-dreadnought *Bentley* has been launched, and she is to be followed by the *Versipite* at Devonport on the 26th, and the *Emperor of India* (ex-Delhi) on the 27th. The first week in December will see the return of the *New Zealand* from her ten months' Imperial cruise. This will be no ordinary homeward-bound voyage, but the completion of a mission which has left its mark in all parts of our far-flung Empire. Capt. Lionel Halsey and the officers and crew of the *New Zealand* have collectively done much to contribute to the success of the cruise, and their efforts have been reciprocated by the enthusiasm displayed at every port of call and at the numerous inland towns visited by the officers and men.

The Mediterranean Cruise. A succession of events will keep the naval service very much in the public eye during the latter part of the autumn. In point of importance and interest, priority will belong to the Mediterranean cruise, which will bring together the most powerful combination of British naval strength that has ever been seen in those waters. With the flag of Admiral Sir A. Berkeley Milne will be about 50 units, including eight ships of the Dendrochore type, in addition to the *Agamemnon* and *Lord Nelson*. This demonstration of naval strength will have a potent effect from Gibraltar to Egypt, and its influence upon public opinion will be felt in all parts of the Empire as a practical reminder that we are now in a position to despatch a big fleet as far as Alexandria without at the same time unduly weakening our home guard.

Revised Leave Regulations. Although, speaking generally, the revised code of naval punishments is running smoothly, and is admitted by both officers and men to be a great improvement on the old punishments, which disgusted both the officers who awarded them and the men who received them, yet adjustments have still to be made by the authorities at Whitehall to round off the rough edges of the new code, and thus make the punishment better fit the crime, says the *Globe*. Most confusion has arisen over the new leave regulations, and complaints in respect to the present arrangements come from both sides. The officers appear to find that some of the men deliberately calculate the multipliers and attendant punishments they will incur, and then decide if the game is worth the candle when they feel inclined, from one cause or another, to overstay their leave when some distance away from their ships. The regulations, it is considered, should be more elastic and give a captain more discretion in upsetting these careful calculations of the deliberate leavebreakers. On the other hand, the younger men feel that the new regulations have too much of the nursing and coddling sentiment in them; treating lads and young men nearly twenty years of age as if they were young ladies in a seminary who had to be carefully guarded from an evil world by a wise and mature matron and mistress.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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TO LET.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December newly painted and colour washed. R. GATE, Austin Road, Kowloon; unfurnished.

FOR SALE or TO LET. (From 1st November, 1913.) No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis Court.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. Apply to LINSTEAD & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913. [211]

TO LET—Furnished for seven months from the first week in March 1914; No. 64, The Peak. Apply to G. M. HARTSON, Hongkong, 31st Oct., 1913. [997]

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan 10 & 11, KOWLOON. Kowloon Marine Lot No. 48 with Wharf. A furnished flat in Nathan Road, Kowloon, from 1st January next. Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

War in the Air.

If there should be any who still disbelieve in the potentialities of aircraft in warfare, the new War Office "observation instructions" should dispel their scepticism. The memoranda, which are based on practical experience, instruct troops regarding the best methods of escaping the observation of aerial scouts. It is especially interesting to notice the official view that "artillery will probably be unable to conceal either their guns or their horses, except in very favourable country where trees are numerous and the views much restricted." There are numerous other points in these War Office memoranda worthy of consideration. For instance, it is pointed out that one of the factors on which the correct observation of troops from above largely depends is the colour of the ground on which the troops may be at the moment, while the fact is also emphasised that troops should on no account be kept up at aircraft, "for nothing is more conspicuous than men's faces." Furthermore, officers are reminded that when troops are marching along a broad road, strict march discipline should be maintained, as the aerial observer's attention is not likely to be attracted if the men keep to one side of the road.

TORIC LENSES

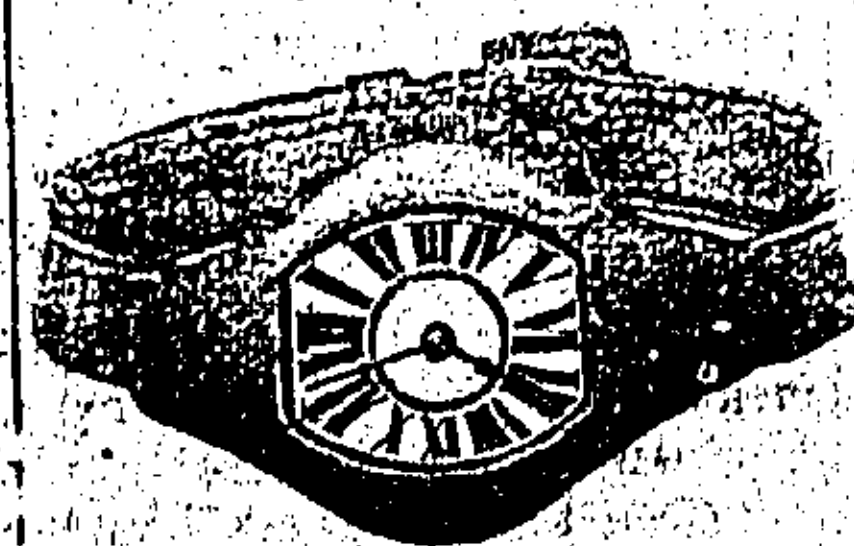


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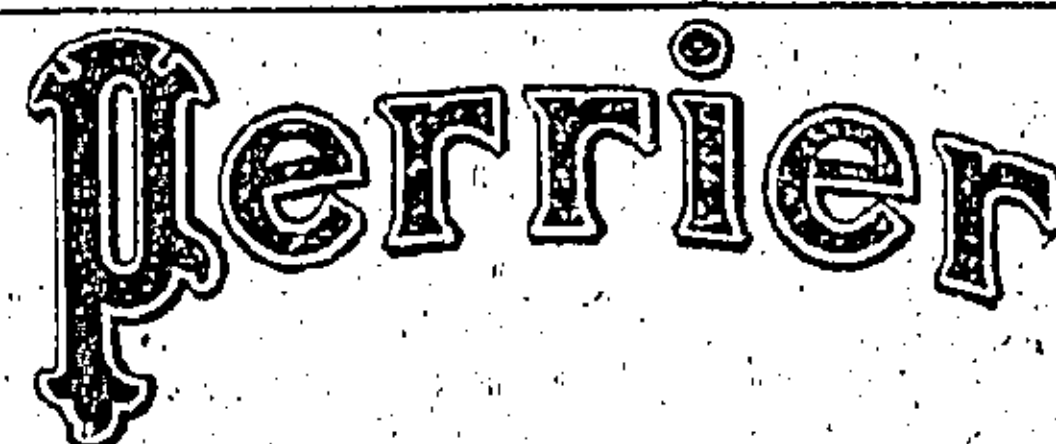
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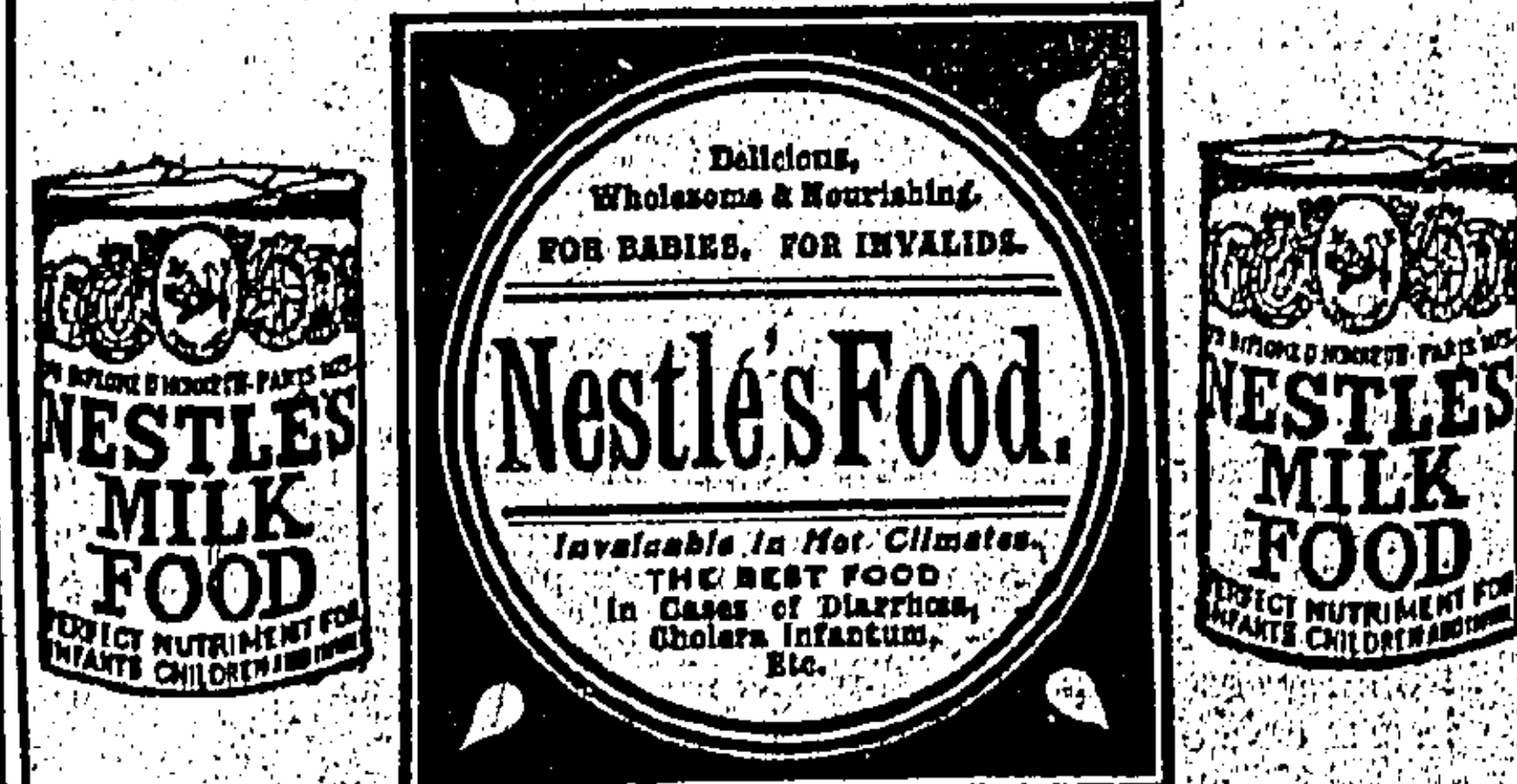


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Delicious alone or with a slice of Lemon.
Refreshes the palate, and stimulates the digestion.
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The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 21, 1913.

MARRIAGE.

LAMBERT—O'DELL.—At St. John's Cathedral, Hongkong, on the 18th inst., by the Rev. Copley Moyle, Lionel Eugene, youngest son of the late G. R. Lambert and Mrs. Lambert, and Miss Florence A. O'Dell, of Bedford, England.

THE TALE OF THE PRISONS.

It is interesting and gratifying to learn that the annual report of the Commissioners of Prisons at Home, which has recently been issued, shows that the number of prisoners received under sentence during the past year marks a decrease of 9,726 compared with the previous twelve months, the point reached being the lowest within statistical record. How far this may be due to a higher standard of conduct it would be hard to say, but there is little doubt that another contributing factor has been the fact that the recent past has been a particularly prosperous time for the working classes. When unemployment is low, the temptations to commit crime are largely removed. The converse is equally true, and past experience justifies the view that a return to bad trade would have a marked effect in increasing the number of convictions on the debit side.

On looking a little more closely into the Report one gathers that no fewer than 80 per cent. of the commitments were for one month or less, and in view of this fact it is not to be wondered at that the Commissioners speak of the harmfulness of repeated short sentences in the case of young and trivial offenders. In this connection, no doubt much good has been done by the First Offenders' Act and also by the new Children's Courts, but, even admitting as much, instances of distinct hardship do still occasionally crop up. The task of the magistrate, of course, is not an easy one. For really trifling offences he may desire to avoid conviction as far as possible, but when it is found necessary to impose a sentence, care has to be taken that it shall be a deterrent one and of sufficient duration to teach the offender that prison is a place of punishment, and not a brief retreat from worldly care. A point of striking interest is that of the offenders committed to prison last year, 13,941 were debtors or on civil process, and 820 were committed on default of finding sureties. Here we encounter a problem of increasing difficulty. It will generally be agreed that at present far too many of the respectable poor are sent to gaol because they are unable, perhaps from poverty, to pay a fine, often for an offence against a bye-law—it may be merely a case of a chimney on fire. In many cases no sufficient time is given these people within which to pay, and then for ever afterwards they are more or less branded with the prison taint. That, at any rate, is the view of a leading Manchester magistrate who has sat on the Bench for close on thirty years.

Then there is the case, too, of persons who are forced to go to prison because they cannot find bail or sureties. The matter here, of course, is rather of a different footing, inasmuch as bail is generally only required when the case is one of some seriousness. The task of tempering justice with mercy is a delicate one, we agree; for punishment which errs on the side of leniency can be just as harmful and equally as wrong as that which is too severe. The balance must be truly held if justice is to be served.

Is This True?

"We heard a rather unfortunate charge made this week, in connection with the St. Andrew's Ball practice dance, which we hope is not true. Yet, inasmuch as we have heard it before, and seem to us that it is a harm, and some good may result from remarking the statement here. Shortly, it is that some young men about town, who have no invitation to the ball itself, have contracted the habit—shall we call it?—of attending these dances not so much for the purpose of dancing as in order to secure some drinks with no penalty attached in the shape of ready money or chits. We do not say that the statement is true; but our information is such that we are disposed to think that it is. If it is true, we would appeal to these young people to give up the practice for their own sakes. That kind of thing is noticed and whispered abroad; and, to put it quite bluntly, we have never yet met the young man who could afford to have the label 'mouthier' attached to him. It has a nasty way of sticking."

Imperial Problems.

One of the chief difficulties which Great Britain experiences in dealing with her subject races, especially in tropical zones, is to induce them to improve their lot. This is well illustrated by some facts recorded in the annual report on the Sandakan Residency. In 1902, it appears, an attempt was made to induce natives to settle permanently on the land by granting them small holdings rent free, on payment of a premium of \$3 an acre. Some 150 took up land on these terms, which included a clause that land so taken up must be fully planted by the end of five years. It is now regretted that no rent was charged, for many of those who availed themselves of the offer, soon after disposed of their holdings to Chinese. Now only a few of the original settlers remain. Those, we read, who had the energy to plant up and look after their gardens are now very comfortable, but many so neglected their areas after planting them that only the trees in the immediate vicinity of their houses remain, wild pig having destroyed the others. Facts such as these almost make one despair of the future.

Rival Armies.

More fuel is added to the fire in Ireland by the announced organisation of a National Volunteer Force whose object is to uphold the authority of the Crown and the Government. This movement is no doubt a counterblast to that set on foot by Sir Edward Carson, who has established in Ulster a body of armed men to set at defiance a pending Act of Parliament. Of the two movements, of course, the former is the more constitutional. It is based on loyalty to the Crown and authority; while the other is avowedly hostile thereto. That point notwithstanding, it were probably better that the new force had not been called into existence just now. If there should be need to assert the authority of the Crown, ample means for the purpose exist. The new force will probably only increase the bitterness between the rival camps.

UNKAI MARU RE-FLOATED.

The Unkai Maru No. 2, which has been on the rocks near the Horsburg Light since November 2, was towed into Singapore yesterday afternoon, says the Press of the 14th inst. At two thirty yesterday morning she was successfully shifted from her perilous position on the reefs, but it was found necessary to immediately beach her near at hand because she was making more water than her pumps could cope with.

About 12 hours later it was deemed safe to shift her and she was accordingly towed away by two tugs. The journey to Singapore, though necessarily a slow one, was accomplished without any mishap, and the vessel was beached in the Tanjong Pagar Dock.

DAY BY DAY.

"A CENTRALISED DEMOCRACY MAY BE AS TYRANNICAL AS AN ABSOLUTE MONARCHY."—Froude.

The Mails.

Siberian Mail.—Arrived per s.s. Assaye this morning.
Siberian Mail.—Arrived per s.s. Devanha this morning.
American Mail.—Due per s.s. Hongkong Maru this afternoon.
English Mail.—Closes per s.s. Devanha at 11 a.m. to-morrow.
Siberian Mail.—Closes per s.s. Chusan at 5 p.m. to-morrow.
Siberian Mails.—Closes per s.s. Assaye at p.m. to-day.

Dumping Rubbish.

At the Police Court, this morning, a Chinese was fined \$3 for dumping rubbish in the street at West Point.

Troublesome Trucks.

Warning fines were imposed on Chinese charged at the Police Court, this morning, with having trucks with defective brakes.

"Dope."

A Chinese was fined \$70, by Mr. Hazeland, at the Police Court, this morning, for being in unlawful possession of opium at West Point.

Licenceless Hawkers.

A batch of West Point hawkers who had not provided themselves with licences, had to pay a fine of \$5 each, at the Police Court, this morning.

Naval Commands.

Lieutenant M. B. Birkett and Lieutenant R. W. W. Bayly, who arrived here by the battleship *Triumph*, are to take over the command of the destroyers *Colne* and *Kennett* respectively.

Canton's Ex-Viceroy.

The ex-Viceroy of Canton with his family arrived at Ipoh from Peking on the 2nd inst. They were met at the station by many of the well-known Chinese of Ipoh and were taken in a motor car to his residence at Tambun.

Remand.

At the Police Court, this morning, a shop coolie was remanded on a charge of stealing clothing from a house at Aguiar Street. It is alleged that the defendant was seen leaving his Master's house with the stolen articles.

A Nuisance.

Certain shopkeepers at West Point, hold the opinion that they can hang salt fish over the footpath to the inconvenience of pedestrians, but Mr. Hazeland at the Police Court, this morning, fined a man \$10 for the offence.

Captain A. A. M. Duff.

Captain A. A. M. Duff, who was flug lieutenant to Sir Cyprian Bridge when he commanded the China Squadron, has been appointed to the command of the new cruiser *Birmingham* on commissioning for her maiden spell of service.

To Hongkong.

Captain W. E. A. Hattersely-Smith, Royal Garrison Artillery, has been posted to No. 14 Company, Hongkong. Captain Smith has been a gunner officer for nearly 14 years, having been appointed from Woolwich in January, 1900.

Sir E. Schafer.

Professor Sir Edward Schafer, who was recently in Hongkong, was, during his visit to Singapore, to give an address at the Medical School, before the members of the Medical profession and students of the Medical School.

A Careless Mother.

The Chinese who was remanded by Mr. Hazeland, at the Police Court, yesterday, on a charge of carelessly driving a truck and injuring a child, was discharged this morning. His Worship told the woman that if the child had been on the footpath it would not have been run over. He told her to take more care of her child in future.

More Mistakes with Trucks.

In the course of a truck prosecution at the Police Court, this morning, it was again mentioned that perhaps there had been a mistake in the numbering by the painter. Mr. Hazeland said there had been a lot of mistakes. Inspector Dymond said there were so many mistakes that it was likely that the truck would be dismissed before the Court was dismissed.

HOME FOOTBALL.

Latest Results of League Matches.

Following are the results of the league matches played on November 1:—

First League.

Burnley 1, Newcastle United 0.
Sunderland 2, Blackburn Rovers 1.
West Bromwich 0, Manchester City 0.

Second League.

Bristol City 1, Huddersfield T. 0.
Leeds City 2, Bury 1.
Stockport 0, Wolves 0.
Bradford 3, Leicester Fosse 2.
Aston Villa 2, Notts Forest 2.
Birmingham 2, Lincoln City 0.
Glossop 2, Hull City 1.
Notts County 4, Tottenham 0.
Grimsby 2, Blackpool 0.

Southern League.

Watford 3, Merthyr 0.
Nouthampton 2, Cardiff City 1.
Norwich 1, Bristol Rovers 1.
Swindon 3, Gillingham 2.
Southend 1, Exeter 0.
Crystal Palace 2, Plymouth 2.
Portsmouth 1, Q. P. Rangers 1.
Brighton 2, Millwall 0.
West Ham 4, Coventry 2.
Reading 2, Southampton 0.

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

CURIOUS POST OFFICE CUSTOM.

To the Editor of the Hongkong "Telegraph."

Sir—I beg to call your attention to a new custom recently installed at the Post Office. Whether it is only practised on Chinese I cannot say. But our office boy on presenting a ten cent piece to buy three two-cent stamps was told that he could get no change and that he had better take the whole amount in stamps. To make sure that my boy was telling the truth I sent another coolie in the afternoon with a ten cent piece to buy a two-cent stamp. He came back with the same statement.

Can you enlighten me on the subject?

Yours etc.,

ANNONY.

Hongkong, November 21 1913.

Miss Maud Allan.

Miss Maud Allan, on the eve of her departure for India and the East, has written a long letter to the Press, explaining her reasons for persisting in her determination to visit India and the East, in spite of criticism. She says she does not propose to give the Vision of Salome. It is reported that she will give a performance in Colombo next month.

Admiral Clayton's Death.

The death is announced of Admiral Francis Starke Clayton. He served first as midshipman and later as lieutenant during the China War, 1857-61, and he held the China medal with the Canton and Taku, 1860, clasps. As senior lieutenant of the *Person* he took part in the operations at Kanton and Shimonsai in 1862.

Overland Motor.

Mr. Lauritsen informs us that he expects a consignment of Overland Cars, 1914 model, very shortly. On arrival, one of these cars will be on exhibition at the new show rooms of the Dragon Cycle Co., at 25 Des Voeux Road Central (next to the Post Office) and opposite the Company's works.

Sanitary Examination.

M. E. Ralphs, hon. secretary of the local examination board of the Royal Sanitary Institute, informs us that at an examination for Inspectors of Nuisances held at the Technical Institute and the Sanitary Board Offices, Hongkong, on June 26, 27 and 30, 1913, six candidates presented themselves. The following three candidates were "certified," as regards their sanitary knowledge, competent to discharge the duties of Inspector of Nuisances under the Public Health Act, 1875:—Norman Beechey, Calvert, William Elliott, and Manuel Migorés, all of Hongkong.

PROMISSORY NOTE CLAIM.

Interesting Judgment by the Puisne Judge.

An interesting judgment was delivered by the Puisne Judge, Mr. Justice Gompertz, this morning in the case in which P. Soffietti and Co. sued Der A Wing and Co. to recover the sum of \$341.86, the equivalent of £33.411, due on a promissory note.

Mr. F. W. Goldring (of Messrs. Goldring and Ross) represented the plaintiffs and Mr. M. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendants.

His Lordship, in the course of his judgment, remarked that the defendant in the action consented to judgment being entered against him on the claim, but contended for the right to set off a sum of \$300 or so, being part of a claim of \$1,300 which he had against the plaintiff. Continuing his Lordship said he had not at present to decide whether this particular claim was one which could be the subject of a set off; to do that he would have to hear the evidence, and so far none had been taken. The question before him was whether, supposing the defendant had a good set off against the plaintiff, he (the defendant) could apply a claim of which the whole amount exceeds the sum of \$300 or so, as a defence to this action. Defendant did not say that he could do this in the case of a counter claim. He admitted that to do so, he would have to waive the excess.

It seemed to his Lordship in the first place that to allow the defendant to do what he claimed would, in effect, be allowing him to split his cause of action, and that was really what Mr. Harris wanted. Mr. Harris was asking to set up part of his cause of action, his demand or claim, against the plaintiff as a defence; and then, further, he would use the balance of his claim either as a defence to other claims against him by this plaintiff, or if those claims were withdrawn, or failed, as claimed the right, as his Lordship understood, of bringing an independent action for the balance. In his opinion the section, which was fatal to Mr. Harris' contention was not so much section 10 of the Summary Jurisdiction Ordinance as section 7. That section only conferred jurisdiction on the summary side where the claim, debt or damages to be recovered did not exceed the sum of \$1,000. The defendant was seeking to recover part of a debt, and if successful he established as against the other party his right to recover the whole of that debt. The decision would involve the judgment of the Court on a claim of a much larger sum. He could not think that any such result was ever contemplated by the Ordinance, and the balance of convenience seemed to him so strongly against it that he was bound to decide adversely to the defendant. It might be said that he could meet the difficulty by transferring both actions to the original jurisdiction, but that might be a hardship on the plaintiff, who was desirous of recovering a small claim, as he had a right to do, summarily. In the present case he was quite willing to grant a stay of execution, and give the defendant leave to file a counter claim if he waived the excess. Meanwhile, there would be judgment for the plaintiff on the claim with costs.

Stay of execution for fourteen days was granted.

Old China Skipper's Death.

The death of Captain John Elwon Betham, which occurred on 19th ult. at Ipswich, in his 90th year, has removed a link with the past in the Eastern shipping world. Between 1850 and 1870 he was an officer on one or two sailing ships, and then commanded the s.s. *United Service* and s.s. *John Bright* all of which traded between Bombay and China. Early in the 70's he went home and was appointed manager of the Ipswich Steam Shipping Company, a post he held for seventeen years. He has lived in retirement since 1897, and to the last retained his good memory, and had many eyes to record of past days in Far Eastern waters.

STOPPED PRINTING.

Claim Against Editor of the "China Outlook."

The action was mentioned, in the Summary Court, this morning, before the Puisne Judge, Mr. Justice Gompertz, in which Loo Wai-kee (trading as Man Shing), 23, Wellington Street, printer, sued C. H. Lee, editor of the *China Daily Outlook*, Hotel Mansions. Plaintiff claimed the sum of \$1,000 being the amount due for goods supplied and work done by the plaintiff for the defendant.

Mr. Norrington (Messrs. B. Nixon and Hett) appeared for the plaintiff and defendant was represented by Mr. Dixon (Messrs. Wilkinson and Grist).

Mr. Dixon remarked that he had a good defence.

Mr. Norrington, then, having complained that the paper, the *China Outlook*, has been stopped and that is the claim for the printer's bill. If this claim stands over for a week they will have further cause for complaint.

His Lordship:—You are suing the editor of the paper?

Mr. Norrington:—We have stopped the publication of the paper; won't print any more for him.

The defence submitted that with regard to the first part of the claim, viz., \$242 to balance of account for September 1913, there was an absolute defence.

With regard to the remainder, they did not think they had a defence except in so far as they had a set off. They were certainly going to counterclaim for ceasing to print the paper without any proper cause. Plaintiff had stopped printing the paper and defendant had been unable to issue the paper for the last four days. With regard to the rest of the money, if they paid it during the following month, that was what they had a right to do. Plaintiff had no right to stop printing the paper.

The case was adjourned for a week.

UNIVERSITY OF HONGKONG.

Matriculation Examination in December.

Following on the decision of the University of Hongkong to hold Matriculation Examinations in July and December annually, an examination will commence on December 15, as recently notified in the *Telegraph*. Although very short notice was given 24 candidates have already entered their names.

The University authorities are prepared to make arrangements to hold the Matriculation Examination at any centre on the China Coast from which the names of five or more Candidates are submitted. Certificates are awarded to successful candidates.

BAD BOY BIRCHED.

Nine small boys have broken away from their homes in Macao, and have made a sort of wild excursion to Hongkong. Naturally after a few days living in "wild luxury," they found their finances in a very serious condition. The most expeditious way to obtain money is to steal it, and this they realised to the full. A show case containing some shoes, in Queen's Road West, appealed to them, the shoes looking quite realisable. One of the boys, who was particularly small, failed to get away with the speed of his companions, and the result was that at the Police Court, this morning he was given ten strokes of the birch by the order of Mr. Wood.

Troops for Hongkong.

The move of the 74th Punjab, now at Lucknow, from there to Hongkong, will take place in May next, under Indian troop arrangements. The troopship which brings them out to the Far East will take back the 124th Baluchistan Infantry from Tientsin, to Kanton.

A LIBEL ACTION.

"Straits Times" Order to
Pay \$5,000 Damages.

In the Supreme Court at Ipoh on the 13th inst. before Mr. Justice Woodward, the hearing was begun of an action by F. O. B. Dennis, late general manager of the Kota Bahru Rubber Estate, for \$20,000 damages for libel against the Straits Times Press Ltd., and A. W. Still, for damage which he alleged he suffered in consequence of the defendants' reckless and careless publication in the Straits Times of August 15 of remarks by the Chairman of the Kota Bahru Estates at the third annual general meeting of that company held at Shanghai in July. The remarks relating to the management of the estate which constituted the alleged libel were as follows:—

"After the visit of Mr. Meyer and myself to the estates in August last year a report was sent to you dealing with the various matters which had our attention while there. The most important point of all being the question of management. There is undoubtedly no more important factor in the success or non-success of a rubber estate than to have a manager in charge who can be absolutely relied upon. I am sorry to say that in the case of the company's first manager, this condition was not realised, and we are still suffering from the effect. If it was more incompetence or simply neglect of his duties it is rather difficult for us to say, but there is no doubt that his mismanagement had been the root of all the troubles through which we have had to go. We seriously considered taking steps against him for mismanagement, but our legal advisers told us that a claim of this kind would be very difficult to enforce and furthermore that even if we did succeed there was very little hope of getting any satisfaction out of an eventual judgment. As you have already been informed, we decided to do away altogether with the position of general manager and appointed a manager on each separate estate. None of the managers appointed were given agreements, this being made conditional on their doing good work within a year after their appointment. As mentioned in the report, after the close of the last financial year, two of the managers, namely, the manager of Kota Bahru and the manager of Gunung Rapat, have been replaced, as the board was not satisfied with their work. The men who have replaced them have both come to us with excellent references from good sources, and we trust that we have been successful this time in getting satisfactory men. One of the most serious defects in Mr. Dennis's arrangement was the manner in which he handled the newly-planted area and the wedding on the principal estate, Kota Bahru."

Defendants admitted publication, but pleaded that the matter contained in the report was that of a public meeting and was of public benefit and concern. Alternatively, it was pleaded, in mitigation of damages, that the report in question was merely copied from the China Press, a newspaper of Shanghai, and that there was no malice.

Messrs. Martin and Shaw of London and Ross were for plaintiffs, Messrs. Upcott (Drew and Napier, Singapore) and Kenion (Maxwell and Kenion, Ipoh) for the defendants.

Mr. Martin intimated that they did not proceed with the action against the second defendant (Mr. Still), who was absent from the country when the publication occurred.

In the course of his judgment, his Lordship said there was no defence in his opinion to the action at all and it remained to say what damages should be granted. Defendants had pleaded certain facts by way of mitigation of damages. They pleaded that the libel was copied from a China paper and that they inserted in their issue of September 12 what had been referred to as an apology. As to the cutting from the China paper, he thought it was a doubtful point whether that evidence could be given in mitigation of damages, but he did not himself see that it affected the case very much. He had pointed out in his questions to the Editor that

this was not strictly speaking a verbatim report. It was read through and corrected by someone in the office of the defendants' paper, alterations were made in it, and particularly a heading was put over the part complained of—heading "The Management"—as Mr. Ager said to break up the text and render it easier to read for readers who did not wish to read through the whole report to read what they wished of it. It seemed to him that by doing that and by publishing the paper in this country, where it was possible it would never have reached had it not been for them, they did adopt the libel as their own, and the fact that it was gleaned from a China paper seemed to him to make very little difference.

The libel, it seemed to him, was a particularly harmful one in the circumstances. It libelled the plaintiff in respect of his profession and his means of livelihood. It was particularly hard to meet and refute. A general charge of negligence and incompetence must always be hard to refute. It was not like a charge of a definite nature, say of drunkenness, or taking a bribe, or anything of that sort. To meet a charge of general incompetence in the management of an estate over a long period of time in an effective way would have entailed going at length and in detail into the history of the whole management of the estate from the commencement, and how was it possible to do that and so refute a libel published in a newspaper? It seemed to him impossible to do so.

As to malice, he did not think it was contended now, and it never had been contended, that the defendants were actuated by any malice—malice, that was, in fact. No doubt the word had been put into the pleadings, and rightly so. He hoped that nothing he had said would be taken to mean he was of opinion that the defendants, or Mr. Ager, or anyone connected with the paper, was actuated by any malice in fact against Mr. Dennis. He was satisfied it was through carelessness and inadvertence that this was put in, but he thought it was carelessness of a very gross type and carelessness which should not be allowed to occur in any properly-organised paper. These might be strong remarks but the occasion he thought fully justified them, and whether there was malice or no malice the harm had been done and it had been done beyond recall. He could only express the hope that the result of this case would be some reparation to the plaintiff for the injury done to him. Unfortunately for the defendants, in this kind of action there was no jury to assess damages. It had to be done by the judge alone, and his estimate no doubt could not be so reliable as the estimate of twelve men all agreeing that the damages should be set at a certain amount. But such was the law in this country that the damages had to be assessed by him, though they were liable to correction by a higher tribunal if he erred on the side of leniency or severity. He must therefore assess them himself, and he assessed them at \$5,000 and costs.

Mr. Martin asked that two counsel might be certified for, but Mr. Upcott objected and the objection was upheld.

Mr. Upcott applied for and was granted a stay of execution for fourteen days, to allow instructions to be taken from his clients as to appeal.

SPECIAL CABLES.

SINGAPORE BANK IN DIFFICULTIES.

PAYMENT SUSPENDED FOLLOWING A "RUN."

(From Our Own Correspondent.)

Singapore, Received Nov. 20.

The Kwong Yik Bank has suspended payment following a "run" by depositors.

At present the Bank is unable to meet its liabilities, but a full settlement is anticipated.

ALLEGED ARMS IMPORTATION.

At the Police Court, this afternoon, before Mr. J. R. Wood, a Chinese was charged with being in unlawful possession of two rifles and 500 rounds of ammunition, and also with being the importer of or dealer in arms and ammunition, at Kowloon on the 20th inst.

Mr. R. C. Faithfull defended. Revenue Officer Sutherland said that when on duty outside the Kowloon godowns on the date in question, he saw the defendant along with a coolie, the latter carrying the box produced. Witness asked the defendant what the box contained and he said he did not know, as the box belonged to the man who was carrying it. Witness went with the defendant to the ferry wharf and asked him to point out the owner of the box, but he could not point him out. Witness then brought the defendant back to where the box was. The box was opened and two rifles and 500 rounds of ammunition were found inside. On the box there was the mark "Melchers and Company" and a Chinese address, Lung Loon-wah.

By Mr. Faithfull: He detained the box at his office when he saw the coolie with it.

I put it to you this box is addressed to somebody in care of this firm mentioned on the box, in Des Voeux Road?—The box is broken up a little.

Yes, that is a pity. My instructions are, your Worship, that the box is addressed to somebody in care of this firm in Des Voeux Road.

The godown-keeper said the man named Wong U who signed for the box was not a coolie. Wong U received the box, signed for it and did all the talking. He could identify Wong U if he saw him.

The assistant manager of the Kwong Loong Wah said the delivery order from Melchers was chopped with his firm's chop by a foki. He (witness) had never had a bill of lading. "Melchers and Co sent me the order," continued witness. "It was sent in my absence, and when I returned I found it."

By this Worship—He was not expecting that package. He simply received the order and sent for it. The man the box was consigned to was in the country. He was a classmate of witness but they did not live together. They had the same surname and came from the one ancestor.

By Mr. Faithfull:—He did not know the order was coming until it arrived. He was in the habit of receiving orders like that from Melchers and Co. He had no knowledge of what the consignments contained except that they purported to contain hardware. Had he known that the box contained arms and ammunition he would not have sent for it. He expected to receive a box of hardware. If the box had not been opened by the revenue officer witness would have sent it on to the person to whom it was addressed.

His Worship said that he believed that though the defendant was actually found in possession of the box containing the arms, he did not think that he was aware of the contents of the box. He would be fined \$5, on that charge, and on the second charge of importing, he would be dismissed.

DAIRY FARM NEWS.

Are you dissatisfied with
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ABSOLUTELY the BEST in the East and
COSTS very LITTLE MORE THAN
the MARKET POULTRY.

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"NECTAR"

"EXTRA FINE," GRAND FORMAT,

"CROWN PRINCE"

"ADMIRAL" "NON PLUS ULTRA" "YILDIZ"

"SUPERFINE" "FINE"

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— PHOTOGRAPH —

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at home. The photograph this week is entitled, "Signal Station, Kowloon."

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CRIMINAL SESSIONS

Charge of False Pretences
against Indian Warder.

The November Criminal Sessions were resumed to-day.

Before His Honour Mr. Justice Gompertz (Puisne Judge) in the Second Court, the case was continued in which Hernam Singh, an Indian warder employed in Victoria Gaol, was charged on three counts with obtaining money by false pretences.

The Crown Solicitor (Mr. J. H. Kemp) appeared for the prosecution, and the accused was defended by Mr. F. C. Jenkin, who was instructed by Mr. F. X. d'Almadrae Castro.

Accused, having been sworn, denied that he went to the relatives of a prisoner in the Gaol, and that he had never been to 15, Upper Station Street, as alleged by the prosecution. He first heard that a warder in the Gaol was suspected of getting money out of people by means of letters on September 6th.

The case was continued as we went to press.

To-day's
Advertisement

TOYO KISEN KAISHA.

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"HONGKONG MARU."

The above named steamer having arrived, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Company's Godowns at West Point, whence delivery may be obtained.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the goods have left the godown and all goods remaining undelivered on Nov. 28th, 1913, will be subject to storage charges. All chafed and otherwise damaged Cargo to be left in the godown and examination of same to be held on Nov. 29th, 1913, at 10 a.m.

All Claims must be filed on or before Dec. 5th, 1913, otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 21st Nov., 1913. [1036]

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Empress of Japan	18th Dec.	Allan Line	14th Jan.

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Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

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S.S. "C. Apar" 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI on 27th November.

S.S. "Dunera" 5,350 tons, Capt. O'Sullivan, will be despatched to YOKOHAMA, KOBE and MOJI on 4th Dec.

WESTWARD.

S.S. "Torilla" 5,205 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th November.

S.S. "Dilwara" 5,378 tons, Capt. Ramage, will be despatched as above on 9th Dec.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

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HONGKONG TO CANTON. CANTON TO HONGKONG.

Friday, 21st November.

10.00 p.m. "Fatshan," 5.00 p.m. "Heungshan."

Saturday, 22nd November.

8.00 a.m. "Heungshan," 8.00 a.m. "Honam."

10.00 p.m. "Honam," 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

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Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 23rd November.

The Company's Steamship "Sui An."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL

Further particulars may be obtained at the Office of the Company.

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Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

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Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Mishima Maru Capt. L. Sommer T. 16,000 Kaga Maru Capt. Sokine T. 12,500	WEDNES., 3rd Dec. at night. WEDNES., 17th Dec. at night.
VICTORIA, B.C., and SEATTLE, via Shanghai, Kobe, Yokohama, and Yokohama	Aki Maru Capt. B. Kon T. 12,500 Sado Maru Capt. Asakawa T. 12,500	TUES., 2nd Dec. at noon. TUESDAY, 16th Dec. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600 Kumano Maru Capt. Winkler T. 9,300	TUESDAY, 25th Nov. at noon. WEDNESDAY, 17th Dec. at noon.
CALCUTTA, via Spore, Penang & Rangoon	Sanuki Maru Capt. Deguchi T. 12,500	FRIDAY, 29th Nov.
BOMBAY via Singapore and Colombo	Bombay Maru Capt. Tozawa T. 6,000	SATURDAY, 12th Nov.
KOBE & Yokohama	Hitachi Maru Capt. Yamawaki T. 12,500	THURS., 4th Dec. at 11 a.m.
NAGASAKI, Kobe & Yokohama	Tokushima Maru Capt. E. Combes T. 12,500	FRIDAY, 21st Nov.
KOBE (direct)	Rangoon Maru Capt. Date T. 12,500	TUESDAY, 12th Dec.
SHANGHAI, Moji, Kobe & Yokohama	Hakata Maru Capt. H. Nomura T. 12,500	TUESDAY, 25th Nov.

Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.			
Miyazaki Maru	16,000 tons	sails	Wednesday 28th January.
Kitano	16,000	"	11th February
Iyo	12,500	"	25th "
Hirano	16,000	"	11th March
Katori	20,000	"	25th "
Kamo	16,000	"	8th April
Kashima	20,000	"	22nd "
FOR AMERICA.			
Shidzuoka Maru	12,500 tons	sails	Tuesday 27th January.
Tamba	12,500	"	10th February
Aki	12,500	"	24th "
Sado	12,500	"	10th March
Yokohama	12,500	"	24th "
Awa	12,500	"	7th April
Shidzuoka	12,500	"	21st "

For further information apply to Telephone No. 292.

T. K. MOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAU	Chenan	22nd Nov. at night
TIENSIN	Kueichow	25th Nov. at noon
HAIPHONG	Sungkiang	26th Nov. at 9 a.m.
MANILA, CEBU & ILOILO	Chinhua	26th Nov. at 4 p.m.
SHANGHAI	Anhui	27th Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	29th Nov. at night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares.—Single \$40. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 21st Nov., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Mogilev, 6,200 R.T. Capt. Kokouloff, is expected to arrive here about the 21st day of November, 1913.

Outward Bound.

(Valdivostok via Nagasaki.)

The S.S. Voronej, 5,616 R.T. Capt. Oranovsky, is expected to arrive here about the 22nd day of November, 1913.

The S.S. Kuorsk, 6,400 R.T. Capt. Padalk, is expected to arrive here about the 5th day of December, 1913.

N.B.—The exact date of arrival will be published after the receipt of sailing telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMANOFF, Agent.

Hotel Mansions, 3rd Floor, Rooms Nos. 12a & 14, Hongkong 11th Nov., 1913. Tel. No. 1244.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	SATUR., 27th Nov. 4 p.m.
Rubi	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	WED., 3rd Dec. 4 p.m.

Electric light Fans in every cabin; competent stewardsesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 17th Nov. 1913.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tijlalatjap	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tijlwalong	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tijmah	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tijlaroom	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tijkinl	SHAI	2nd half Dec.	JAVA	2nd half Dec.
Tijbodas	JAVA	2nd half Dec.	SHAI	2nd half Dec.
Tijpanas	JAVA	2nd half Dec.	JAPAN	2nd half Dec.
Tijmanoeek	JAVA	2nd half Dec.	SHAI	1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Yok Building.
T. phone N. 375.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
Hongkong Maru	11,000 - 18 knots	Fri., 28th Nov.
Shinyo Maru	22,000 - 21 knots	Thurs., 4th Dec.
Chiyo Maru	22,000 - 21 knots	Mon., 22nd Dec.
Nippon Maru	11,000 - 18 knots	Wed., 14th Jan.
Tenyo Maru	22,000 - 21 knots	Satur., 17th Jan.

* Intermediate Service via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

Intermediate to London.....£65. " " £109.

First Class to New York.....£60. " " £96.10.

San Francisco £45. " " £68.

THE INTERMEDIATE FARES TO NEW YORK AND SAN FRANCISCO are 25 lower for Single Journey and 214 lower for Return from above rates.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

"Anyo Maru" 18,500 - 15 knots. Wednesday 10th Dec. at Noon.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.
KING'S BUILDINGS.
Telephone No. 291.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
17,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws.	18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws.	18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws.	18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First Class to London.....£71.10. Return (6 months) £120.

Intermediate to London.....£65. " " £109.

First Class to New York.....£60. " " £96.10.

San Francisco £45. " " £68.

Steamer: Persia..... 27,000 Tons, Sailing Nov. 24 at 5 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama.

Hongkong—Manila Service.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
Nov. 24 PERSIA	Nov. 27	Nov. 28	Nov. 28

* Intermediate Steamers.

King's Building (opp. Blake Pier), R. C. MORTON, Agent.
Telephone No. 141.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maian	J. S. Roach	TUESDAY, 25th Nov. at 11 a.m.
Maiching	W. C. Passmore	FRIDAY, 28th Nov. at 11 a.m.
Maichang	A. E. Hodgins	FRIDAY, 21st Nov. at 11 a.m.

FOR SWATOW:

Maian J. W. Evans WEDNES., 26th Nov. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

LOG BOOK.

New Boat for the East.

Messrs. Workman, Clark and Co., of Belfast, have launched the twin-screw steamer Cardigan-shire, which has been built for the Royal Mail Steam Packet Company's Eastern service. The Cardigan-shire is 51 8 ft. in length, with a gross tonnage of about 9,000, and has been constructed under special survey for the highest class in Lloyd's Registry. Accommodation for a few passengers is provided in comfortable state-rooms in a large house amidships, while the poop and bridge spaces and the main deck can readily be made suitable for accommodating 1,300 "steerage" passengers. The cargo space is divided into seven holds, one of which has also been arranged for use as a deep-water ballast tank. One hold has been completely insulated and fitted up for the reception of general refrigerated cargo, such as frozen meat, dairy produce, and fruit. The vessel is to leave London for her maiden voyage on December 10.

Should Liners Carry Oil-Tanks?

The oil tank steamer Naragansett, which so conspicuously helped in the rescue work from the Vulturino by pumping oil on the storm-tossed seas, made a triumphal progress up the Thames. Al down the river she was welcomed by a chorus of sirens and cheers, and at Tilbury she was met by a tug with the band of the training ship Cornwall on board. The jolly at Purfleet where she anchored, was gay with bunting.

Some new facts were stated by Captain Harwood. He said he kept the pumps going under the stern of the Vulturino for an hour and 50 minutes, and did not pour out more than about 50 tons of lubricating oil. But the effect was marvellous, for he soon after launched two boats, the first coming back in 40 minutes with 21 passengers and the second ten minutes later with eight more.

"I believed in oil before," said Captain Harwood, "but I swear by oil on the troubled waters now."

Captain Harwood also expressed the belief that had he not been a day late in starting from New York and so arrived on the scene earlier, not a life would have been lost.

Boat-Lowering Gear.

A boat-lowering gear, designed by Mr. W. Harbinger, 70, Mark Lane, E.C., to meet the recommendations set out in the interim report of the Boats and Davits Departmental Committee, differs in many points from other appliances of the kind. The whole of the working parts are enclosed in a steel casing which protects them from the action of water, frost, and air, but allows of easy inspection. Rising from this casing is a vertical hollow standard about the top of which rotates a horizontal arm. At the outer end of this arm is a yoke piece, about two-thirds of the length of the boats to be handled, through holes in the ends of which the boat-falls pass. Each standard is so placed as to admit of its handling five or six boats on the boat deck and two more if they are placed on the promenade deck below it. All the movements are made by hand power, and can easily be carried out by one man.

The action of lifting and swinging out each boat is such that the keel always remains parallel to the ship's side, the standard allowing of the boat being brought close in to the side at any deck from which it is desired to take off passengers. When loaded the boat can be lowered at any distance from the ship's side up to 14 ft. Its descent is controlled by an automatic brake, and this comes into action immediately should the man in charge accidentally release his hold of it. A rapid gear is provided for the return of the empty falls and a slow gear for picking up boats. The single steel falls are fitted with self-detaching gear which acts only when the boats are safely water-borne and can be brought either automatically or by hand into position for the next boat to be handled. It is claimed that the total weight of this gear is only one-quarter that of davits required to launch the same number of boats.

Oysters: Fresh, Fried or Stewed Findon Haddock, Pickers &c., ALEXANDRA CAFE.

Public Auction

GEO. P. LAMMERT,
AUCTIONEER SHARE &
GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction

TO-MORROW,
the 22nd November 1913, commencing at 2.30 p.m. at his Sales Rooms, Duddell Street, a Collection of Valuable Chinese Curios, comprising—
5 COLOURED and BLUE and WHITE BOWLS, VASES, PLATES, FIGURES, OLD BRONZES, JADE ORNAMENTS, CHINA, GLASS AMBER and CRYSTAL SNUFF BOTTLES, OLD CHINESE PICTURES, TONKIN INLAID WORK, etc., etc.

A Quantity of SILK EMBROIDERED HANGINGS, MANDARINE COATS, etc. Catalogues will be issued. On view from Friday, the 21st. Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,
the 27th November, 1913, commencing at 11 a.m. at No. 5 Rippon Terrace, a QUANTITY of VALUABLE HOUSEHOLD FURNITURE, (full particulars from catalogue) On view from WEDNESDAY the 26th NOVEMBER. Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

HUGHES & HOUGH,
AUCTIONEERS.

THE Undersigned has received instructions to sell by Public Auction, (For account of the concerned), on

MONDAY,
the 24th November, 1913, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vours Road, Corner of Ice House Street, a Very Fine Collection of OLD CHINESE PORCELAINS, consisting of:—
BLUE and WHITE, FIVE-COLOURED, SANG-DE-BŒUF, CELADON, POWDER-BLUE, etc., etc., etc.

These porcelains range from the Sung to Kaiching periods. (Full Particulars from Catalogue). On view day of sale. Terms:—As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 14th November, 1913.

Consignee

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

s.s. "PERIA,"
From SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board WEDNESDAY November 19th, 1913 at noon will be landed at consignees risk and expense.

Cargo remaining undelivered MONDAY, Nov. 24th, 1913, at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected. All chafed and otherwise damaged cargo will be examined at the above company's godown SATURDAY, Nov. 22nd, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Dec. 17th, 1913, otherwise they will not be recognised.
R. C. MORTON,
Agent.

Hongkong, 17th Nov., 1913. [1028]

Don't forget after the Show Supper, and Light Refreshments, ALEXANDRA CAFE, Open Till Midnight.

Consigners

FROM EUROPE.

THE H.A.L. Steamship

"ISTRIA,"

Capt. Kirochhoff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

ex s.s. "Helfried Bismark" from Halmstad
"Portimao" from Oporto
"Ella" from Copenhagen
"Jelo" from Drammen
"Hilma Bismark" from Halmstad
"Trelleborg" from Abus
"Ludwig" from Drammen
"Michel" from Bordeaux.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 17th Nov., 1913. [1024]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 25th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

JARDINE, MATHESON & CO., LTD.
General Managers
Hongkong, 17th Nov., 1913. [1025]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"TOKUSHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 27th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 20th Nov., 1913. [1031]

To Sail

THE AMERICAN & MAN-CHURIAN LINE.

(Bucknall Steamship Lines Ltd.)

THE Steamship

"CITY OF BARODA,"

Captain Mason, will be despatched from Hongkong on the 25th November for

BALTIMORE & NEW YORK. (With Liberty to call at the Malabar Coast).

For freight and further particulars apply to—
The Bank Line Ltd., Agents,
Hongkong, 10th Nov., 1913. [959]

No Fire Insurance has been effected.

S. O. DE BUSSIERRE,
Acting Agent,
Hongkong, 17th Nov., 1913. [1031]

Consignees

From EUROPE.

THE H. A. L. Steamship

"ALTMARK,"

Captain Kuaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

ex s.s. "Stahleck" from Sotubal
"Norge" from Göteborg
"Nordstoand" from Wiborg
"Bjorn" from Göteborg
"Bygde" from Christiania
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 19th Nov., 1913. [1032]

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 18th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
General Managers
Hongkong, 17th Nov., 1913. [1025]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"TOKUSHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 27th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 20th Nov., 1913. [1031]

To Sail

THE AMERICAN & MAN-CHURIAN LINE.

(Bucknall Steamship Lines Ltd.)

THE Steamship

"CITY OF BARODA,"

Captain Mason, will be despatched from Hongkong on the 25th November for

BALTIMORE & NEW YORK. (With Liberty to call at the Malabar Coast).

For freight and further particulars apply to—
The Bank Line Ltd., Agents,
Hongkong, 10th Nov., 1913. [959]

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For freight and further particulars apply to—
The Bank Line Ltd., Agents,
Hongkong, 10th Nov., 1913. [959]

Entertainments

HARMSTON'S CIRCUS
AND ROYAL MENAGERIE

Performing Wild Animals.

LOCATION, CAUSEWAY BAY.

LAST 2 NIGHTS

LAST 2 NIGHTS

of this Great Show in Hongkong.

TO-NIGHT! TO-NIGHT!!
REVOLVING TABLE CONTEST

A Trophy will be presented to the Competitor running on the table for the longest time.

Do not miss the opportunity of Witnessing the Finest Circus Performance ever presented to the Hongkong Public.

LAST MATINEE SATURDAY AFTERNOON.

Doors Open at 3 o'clock. Performance at 4 p.m. Sharp.

Children Half Price to Matinees Only.

PRICES AS USUAL.

W. HARMSTON, Proprietor. R. ALTON & W. SYMONS Agents.

VICTORIA THEATRE.

TO-NIGHT 9.15 TO-NIGHT

THE MAGNIFICENT DRAMATIC PICTURE

"THE GIRL THIEF"

IN 2 PARTS

AND A FINE SELECTION OF PICTURES.

COMING! COMING!

"QUO VADIS" IN 8 PARTS.

"THE BATTLE OF WATERLOO"

IN 6 PARTS

BIJOU SCENIC THEATRE.

A WEEK OF SPECIAL PICTURES.

Every evening at 9.15 p.m. and 7.15 p.m.

THE PATHE'S GAZETTE.

"MAX LINDER & HIS RIVAL."

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong

For BOSTON and NEW YORK.

s.s. "Muncaster Castle" on or about 5th Dec.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 21st Oct., 1913. [977]

To Sail

THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

THE Steamship

"INDRAMAYO"

will be despatched as above on 22nd November.

For freight and further particulars apply to:—

JARDINE, MATHESON & CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. 9.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSION OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILGE AT ORDINARY SPRING TIDES	RISE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	200'	80' top bottom	10'	7' 6"
No. 2 Dock, Kowloon	271'	74'	15' 6"	7' 6"
No. 3 Dock, Kowloon	262'	65' 9"	14'	7' 6"
Patent Slip, No. 1, Kowloon	240'	60'	14'	7' 6"
Patent Slip, No. 2, Kowloon	230'	60'	14'	7' 6"
TAI-KOK-TSUI				
Cosmopolitan Dock	460'	85'	20'	7' 6"
ABERDEEN				
Harbour Dock	430'	84'	20'	7' 6"
Lamou Dock	333'	64'	10'	7' 6"

HEAD OFFICE: KOWLOON. Telephone No. 13 K.

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Notices.

NEW RECORDS
NEW RECORDS

IMMENSE SELECTION . . .
JUST RECEIVED . . .
MUSICAL COMEDY, . . .
RAGTIME.
SONGS AND BALLADS. . .
NEWEST OF EVERYTHING.

CATALOGUE NOW READY

ROBINSON'S

INTERCHANGEABLE RETURN

TICKETS ISSUED BY
TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED that TICKETS ISSUED by any One of the Undermentioned Steamship Lines for Round Trip Passage between Hongkong, Shanghai and Japan Ports of call and points in Canada & the United States will be good for Passage in the Return Direction by the Steamers of Either of the Other Companies, thus Tickets Sold for Return from Vancouver will be Honoured for Return from San Francisco, and Vice Versa.

PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Consequence, to young women, children and the aged. Invaluable in hot climates.

NOTE: One wine-glass after the two principal meals. Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE "UNION DES FABRICANTS."

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELLISSA and MINT cordial

which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDECK MACQUEGON & Co., Hongkong.

To Sail

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

For New York via Ports and Suez Canal.

(with liberty to call at the Malabar Coast.)

s.s. "INDRA"

on or about 13th December, 1913. For freight and further information apply to

SHEWAN TOMES & Co., General Agents.
Hongkong, 19th Nov., 1913. [1033]

Commercial.

The World's Gold Reserves.

The veteran M. Paul Leroy Beaulieu, writing in the *Economist* of October 11 discusses the world's reserves of gold in connection with the prevailing dearth of money, a phenomenon which cannot in his view be altogether explained by the results of the Balkan war and the influence of the fear of further complications on the international financial market. In England the Bank rate has risen from 4½ to 5 per cent., and although the rate of the Bank of France stood at 4 per cent. at the end of September, no other bank amongst all those reviewed in the "Bulletin de Statistique et de Legislation" showed so low a rate, the majority of the houses in Europe asking 5½ (Banks of Italy, Naples and Sicily, Norway, Portugal and Sweden), or 6 per cent. (State Banks of Germany, Austria-Hungary, Roumania, Russia and Finland), whereas at the same time two years ago (September, 1911) the situation was entirely different. Then a 3 per cent. rate prevailed with the Bank of France, Bank of the Netherlands, and the Bank of England; the National Banks of Switzerland and Belgium, 3½ per cent.; Bank of Germany and Austria-Hungary, 4 per cent.; Finland and Sweden, 4½ per cent.; i.e., the monetary position in general was far more encouraging in September, 1911, than it is now. At the same time most of the great issuing houses are in possession of large currency reserves. Taking all the banks included in the "Bulletin's" survey, their coffers contained no less than 29,092 millions of francs, 23,662 millions being in gold; in other words, since the world's output of gold subsequent to the discovery of America is generally put at between 72 and 73 milliards, about a third of all the gold produced is locked up in their coffers. The significant fact is that the sum now held by way of reserve is larger than that held in September, 1911, when the general position, as gauged by the Bank rate, was better. In September, 1911, the banks &c., held 21,243 millions francs' worth of bullion. In two years they have increased their stocks by 2,419 millions; an amount roughly equivalent to the world's output for a year. In spite of this increased hoard the big banks pretend not to have enough money, and have raised their rates to keep what they have got. The greatest holders of bullion are the Treasury and banks of the United States, which held 7,299 million francs' worth of gold at the end of June, 1913. Russia comes next; the State Bank held 3,704 millions in June, 1913—more in each than at the same date in 1911. France is third. The Banque de France held 3,317 million francs' worth in June, 1913; in June, 1911, 3,212 millions. The Bank of Germany has increased its reserve from 1,005 millions in 1911 to 1,381 in 1913. Argentina holds 1,332 million francs' worth of gold. In fact, M. Leroy Beaulieu states: "Stress should be laid upon the fact that it is the young countries, which are the great holders of gold—the United States, Argentina, Russia. They, with Canada, Brazil, Egypt, South Africa; and all the other new countries are taking and holding as much that there is little enough left over for the old world." It is, in his opinion, a mistake to attribute monetary stringency to increased output; it is due rather to (1) a series of bad harvests; (2) industrial development and its excessive demands for raw material; (3) universal rise in salaries and reduction of hours; (4) growth in luxury of all kinds. At the same time, while relief may be hoped for as regards the immediate tension, it is unlikely in his view that the very low discount rates of the close of the nineteenth century will be repeated.

The Protection of Paddy Planters.

The Attorney-General at Singapore has drafted a bill to provide protection to the growers of paddy from the consequences of the carelessness of the owners of adjoining lands. The bill imposes the duty on the owner of any land that had been planted in paddy within seven years of the passing of the bill to keep that part of his land which lies within two chains of any other paddy land clear and free from undergrowth which would be likely to harbour rats and other paddy vermin. In some districts of some of the Settlements a portion of the paddy lands is not cultivated but is allowed to become overgrown with rank vegetation which serves as an excellent breeding ground for rats. The consequence is that those who plant their paddy lands complain bitterly that their crops are ruined by the ravages of the rats and other vermin which infest the adjoining uncultivated paddy lands. The bill will go far to put an end to such complaints.

Singapore Para Rubber Estates.

The report of the Singapore Para Rubber Estates, Limited, states that the profit for the year to June 30 is £19,14; a balance of last account, £2,082, together £21,227, which the directors recommend should be dealt with as follows:—By payment of a dividend at the rate of 5 per cent. (less income tax), £9,247, reserve for depreciation on machinery and buildings £1,340, leaving to carry forward £13,700. During the year a survey of the company's property has been completed. The company's property consists of 3,605 acres. The amount of dry rubber harvested during the financial year amounted to 282,500 lbs., as against an estimate by the manager of 250,000 lbs. The average price realised was 3s. 8-10d. per pound. The manager and visiting agent estimate the crop for 1913-14 at 325,000 lbs. The labour force at June 30 consisted of:—328 Javanese, 82 Tamils, 445 Chinese and 34 Malays; total 887.

The Malacca Lands Ordinance.

The Malacca Lands (Amendment) Ordinance, 1913, is to be introduced into the Legislative Council. It provides that land held under customary tenure in Malacca shall be liable to forfeiture if the land remains uncultivated for three years. Under the principal ordinance the land reverts to the Crown if it has been out of cultivation for three years and the rent reserved thereon has been unpaid for three years. This amendment restores the law to what it was under the Ordinance XI of 1878, which was repealed by the principal ordinance. Under Ordinance XI of 1878 the land was held of the Crown so long as the holder paid to the Crown one-tenth of the produce of lands by way of rent and continued to cultivate the same, and it was provided that if the lands should be out of cultivation for more than three years they reverted to the Crown. The reason for this amendment is that at the present time a considerable quantity of the paddy lands held under customary tenure is not cultivated by the holders. The latter amendment contained in clause 2 of the bill simply describes the procedure to be adopted, when the land is liable to forfeiture, in order to make the forfeiture complete.

Miners and Ill-luck.

Women, like rabbits, are of ill-omen to the miner (says the *Daily Chronicle*). In many places, particularly in Wales, if a pitman meets or sees a woman on his way to work he will turn back; for such an encounter is held to forebode evil not only to the man himself, but all his associates. At Oswestry, some years ago, a woman was employed as messenger by one of the collieries, and in the course of her duties met many of the colliers on their way to work. She was immediately told the manager that they could not run in his view that the very low discount rates of the close of the nineteenth century will be repeated.

A BANK HOLIDAY IN JUNE?

Judiciary Commission's Recommendations.

The Central News says:—The Judiciary Commission, sitting under the presidency of Mr Justice Darling, has arrived at an important decision which is likely materially to hasten the process of litigation and ultimately to effect the establishment of fixed Bank Holidays. With a view to increasing the time at the disposal of the judiciary, the Commissioners will recommend the fixing of the commencement of the Easter recess for the third Monday in April; the abolition of the Whit-suntide recess, with the substitution for it of a holiday on the second Monday in June; and the ending of the Long Vacation on October 1 instead of the 12th as at present.

In the view of a number of members of the legal profession in the House of Lords it is almost certain that Parliament will follow suit. The proposed changes will mean not only a considerable addition to the time at the disposal of the judicial bench, but also that the public will benefit by having the first bank holiday of the year fixed at a date when they are more likely to enjoy fine weather than when Easter falls early in the year.

Another Newspaper.

The Central China Post reports that Kiukiang is about to have a Chinese daily of its own, owned by certain well-to-do members of the Chinpa Tang which will be known as the *Hsin Pao*. In politics it will defend the established order.

To Sail

NOTICE

FOR EUROPE via Ports of Call.

THE Steamship

"Prinz Eitel Friedrich."

Capt. C. Mundt, will be despatched from here on Wednesday the 26th of November and is due to arrive in Genoa on the 23rd of December. This steamer gives splendid opportunity to REACH HOME JUST IN TIME FOR XMAS.—Early booking recommended. For further particulars, please apply to

Melchers & Co.
General Agents,
Norddeutscher Lloyd.
Hongkong, 6th Oct., 1913.

Notices

KOMOR'S

(Alexandra Buildings ONLY.)
Des Vaux Road, Central.
"The Art Union of Japan"

EXHIBITS WATER COLOURS.

Master Works by—
E. KATO, J. YAMAMOTO,
S. ISHIDA, K. MORI,
SHISEN, KASETSU,
also Old Prints and Kakemonos

MESSRS. KOMOR & KOMOR

Des Vaux Road.
These pictures will be sold at REASONABLE prices to introduce them, and are warranted to be genuine.
Please note that the address of Messrs. KOMOR & KOMOR is ALEXANDRA BUILDINGS ONLY, DES VAUX ROAD.

BEST OLD CHINESE CURIOS.

FOR SALE

Some ten pieces of best old Chinese Curios. Cheap Rates. May be inspected at Hung On Boarding House, 82, Connaught Road, (1st Floor)

Apply to—
CHEUNG SAU SUN.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 25, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus equal to Gold \$20,000,000
EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.
CURRENT ACCOUNTS opened on the utmost liberality.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES MADE.

LETTERS OF CREDIT and DRAFTS granted on all principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available at the most favourable rates.
COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares.
TRAVELLERS' CHECKS sold and cashed.
Managers.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1913.

Banks

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,550,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fongtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port (Arthur), San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 30th Sept., 1913, 18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors' Liability £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 11th April, 1912, 22

Notice

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO. General Managers.

Hongkong, 19th March, 1908, 32

PEAK TRAMWAY CO. LIMITED.

TIME TABLE

WEEK DAYS.

7.00 A.M. to 8.00 A.M. Every 15 Min.

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A LITTLE LOVE STORY.

Touching Incident Related by a Novelist.

In Miss Mary Cholmondeley's new novel, "Notwithstanding," a touching little love story is related by one of her characters—Mr. Stirling, the novelist. He tells the story to another character in this way:—

"Twenty-five years ago, Miss Menzies, before you were born, I fell in love. I was at that time a complete egotist, a very perfect specimen, with the superficial hardness of all crustaceans who live on the defensive, and wear their bones outside like a kind of armour. She was a year or two younger than I was, just about Miss Georges' age. Miss Georges reminds me of her. She is taller and more beautiful, but she reminds me of her all the same. I was not sure whether she cared for me. And I had a great friend. And he fell in love with her. And I renounced her, and withdrew in his favour. I went away without speaking.

"I thought I was acting nobly. He said there was no one like me. Thoreau had done the same, and I worshipped Thoreau in my youth, and had been to see him in his log hut. I was sustained in my heartache by feeling I was doing a heroic action. It never struck me I was doing it at her expense. I went abroad, and after a time she married my friend. Some years later I heard he was dying of a terrible disease in the throat, and I went to see him. She nursed him with absolute devotion, but she would not allow me to be much with him. I put it down to a kind of jealousy. And after his death I tried to see her, but again she put difficulties in the way.

"At last I asked her to marry me, and she refused me. 'Because you had deserted her to start with,' said Jane. No; she was not like that. Because she was dying of the same disease as her husband. She had contracted it from him. That was why she had never let me be much with him, or afterwards with her. When I knew, I was willing to risk it, but she was not. She had her rules and from them she never departed. She let me sit with her in the garden, and to the last she was carried out to her long chair so that I might be with her. She told me it was the happiest time of her life. I found that from the first she had loved me, and she loved me to the last.

"She never reproached me for leaving her. She was a simple person. I told her I had done it on account of my friend, and she thought it very noble of me, and said it was just what she should have expected of me. There was no irony in her. And she slipped quietly out of life, keeping her ideal of me to the last."

Another Chinese Loan.

The bankers of the Quintuple Group and the Chinese Government conferring at Peking on November 12 with a view to the flotation of another loan made little progress owing to the question of security, on which the whole matter depends.

Discriminating Drinkers

feel a serene
confidence

IN

JOHN HAIG'S GLENLEVEN

WHISKY.

Sole Agents for South China

H. RUTTONJEE & SON,
Wine & Spirit Merchants

THE CURRENCY LOAN.

President's Suggestions on the Subject.

The Currency Loan formed the topic of discussion at several Cabinet meetings. The President has made some suggestions on this subject to the Ministers, which touch upon four points. They are as follows:—(1) Security for the Currency Loan; (2) Certain articles in the loan agreement which have bearings on the currency reform measures; (3) the question of supervision; (4) the special demands of the bankers.

One of the most difficult questions connected with this loan is the security. As stipulated in the preliminary agreement, part of the security is the wine, tobacco, production and consumption taxes of the three Manchurian Provinces. The bankers are in doubt whether the proceeds from these taxes will be the same in the coming years as they were during the Ch'ing dynasty. Premier Hsiung has handed over a statement showing that at the present rate, the annual proceeds from these taxes amount to \$2,500,000 and that when \$5,000,000 from the new Salt Surtax were added to it, the security would produce an annual income of \$7,500,000. The bankers asked the Premier whether or not certain taxes of Manchuria included in the list were already mortgaged to some other party. The Premier replied by saying that if they were, they would be replaced by some other forms of tax in Manchuria. Negotiations are now going on between the Premier and the bankers.

It is said that some of the articles now read as follows:—The whole of the proceeds from this loan will be used as reserve fund for the Bank of China. The amount of the loan will be £10,000,000. A foreign advisor, recommended by the bankers, will be engaged by the Bank of China. The advisor shall not interfere with the administration of the Bank of China. The interest on the loan will be deducted from the proceeds. All other articles are much the same as those of the preliminary agreement.

Mongol Victory.

A traveller in Inner Mongolia reports that Malunga, with 2,800 followers, 200 li north of Kalgan, attacked and defeated the Chinese, killing 400. Many wounded were being brought to Kalgan.

SILIMPON COAL.
BUNKERS

can be supplied cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE

POST OFFICE.

NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and countries beyond which will close in this Office at 5 p.m. to-day will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents and with this mail are due in London on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of the private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Trinkets, cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted.

The Hongkong Mail with the American mail is due to arrive here to-day between 2 and 4 p.m.

MAILS ARRIVED TO-DAY.

Tientsin, Wollersden
Tientsin, Batavia
Devanah, Shanghai and Siberian Mail
Kwangai, Bangkok
Helen, Swatow
Szechuan, Coast Ports
Tientsin, Macassar

MAILS DUE.

American, Hongkong Mail, 21st inst.

MAILS CLOSE TO-DAY.

Japan via Yokohama—Per LAISANG, 21st Nov., 5 p.m.
Tientsin and Changwan—Per PAK HOI, 21st Nov., 5 p.m.

Shanghai and North China (Europe via Siberia)—Per ASSAYE, 21st Nov., 5 p.m.

TO-MORROW.

Tourmal and Quinhon—Per HELENE 22nd inst., 9 a.m.
Japan via Yokohama—Per MEXICO CITY, 22nd inst., 10 a.m.

Straits, Burma, Ceylon, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed to-day at 5 p.m.

Per DEVANHA, 22nd Nov., 11 a.m.

Philippine Islands—Per LOONGSANG 22nd Nov., 1 p.m.

Philippine Islands—Per ZAFIRO, 22nd inst., 3 p.m.

Tientsin—Per CHIPPING 22nd inst., 5 p.m.

Shanghai and Tientsin (Europe via Siberia)—Per CHENAN, 22nd inst., 5 p.m.

SUNDAY, 23rd Nov.

Swatow—Per HAIMUN, 23rd inst., 9 a.m.
Szechuan—Per DERWENT, 23rd inst., 9 a.m.

Swatow, Amoy and Fuzhou via Tamsui—Per DAIGI MARU, 23rd inst., 9 a.m.

Philippine Islands, Timor, Australia, Tasmania and New Zealand via San Francisco—Per EMPIRE, 23rd inst., 9 a.m.

MONDAY, 24th Nov.

Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco—Per PERSEA 24th Nov., 4 a.m.

TUESDAY, 25th Nov.

Swatow, Amoy and Fuzhou—Per HAITAN, 25th Nov., 10 a.m.

Straits and India via Calcutta—Per LOYALTY, 25th inst., 11 a.m.

Tientsin—Per RUEICHOV, 25th Nov., 11 a.m.

Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island—Per NIKKO MARU, 25th Nov., 11 a.m.

Straits, Batavia, Samarang, Sourabaya & Cheribon—Per HOKUTO MARU 25th inst., 3 p.m.

Swatow, Amoy and Fuzhou via Amoy and Takao—Per SOSHU MARU, 25th inst., 5 p.m.

WEDNESDAY, 26th Nov.

Haiphong, Peking & Saigon—Per SUNG-KIANG 26th Nov., 8 a.m.

Straits, Burma, Ceylon, Aden, Egypt and Europe via Naples—Per P. FRIEDRICH, 26th inst., 9 a.m.

Swatow—Per HAIMUN 26th inst., 10 a.m.

Philippine Islands—Per CHINHUA, 26th inst., 3 p.m.

THURSDAY, 27th Nov.

American and Canadian Mails. Japan via Moji Victoria and Tacoma—Per TACOMA MARU 27th Nov., 11 a.m.

Shanghai, North China and Japan via Kobe—Per G. AFOAR 27th inst., noon.

Shanghai and North China—Per ANHUI 27th Nov., 3 p.m.

Shanghai and North China—Per HANG-SANG, 27th Nov., 5 p.m.

FRIDAY, 28th Nov.

Swatow, Amoy and Fuzhou—Per HAITAN, 28th Nov., 10 a.m.

SATURDAY, 29th November.

Philippine Islands, Yap, Maroon, Fred, Wilhelmshafen, Rabaul, Herberichs, Matupi, Samar, Tasmania, New Zealand, Australia & New Zealand—Per PRINZ WALDEMAR, 29th Nov., 8 a.m.

SHIPPING NEWS.

ARRIVED.

Kwangai, Chi. s.s. 1,468, McArthur, 20th inst., Canton 21st inst.
Gen.—C. M. S. N. Co.
Tientsin, Dut. s.s. 3,001, J. F. Scholten, 20th inst., Batavia 11th inst.
Sugar—J.O.J.L.
Lycemoon, Ger. s.s. 1,238, O. Saab, 20th inst., Saigon 16th inst.
Rice—Chinese.
Benmore, Br. s.s. 3,188, J. W. Sarchet, 21st inst., Munk 16th inst.
Coal—G. L. and Co.
Devanah, Br. s.s. 4,785, W. R. F. Hickey, 21st inst., Shanghai 16th inst.
Gen.—P. and O.
Mogileh, Rus. s.s. 4,740, Prince Zakharoff, 21st inst., Vladivostok 9th inst., Tea—R.V.F.
Assay, Br. s.s. 4,339, G. J. Coldwell, 21st inst., Bombay 16th inst.
Gen.—P. and O.
Tjilajap, Dut. s.s. 3,840, J. Varelse, 21st inst., Java, Macassar 14th inst., Gen.—J.O.J.L.
Helen, Ger. s.s. 771, Jensen, 21st inst., Swatow 19th inst., Gen.—J. and Co.
Szechuan, Jap. s.s. K. T. Shiro, 21st inst., Swatow 20th inst., Gen.—O.S.K.

DEPARTED.

November 21.

Chenan for Canton
Luchow for Shanghai
Chipping for Canton
Triumph for Haiphong
Chongva for Kwongchow
Fooksang for Kobe
Deunon for Liverpool

CLEARANCES AT THE HARBOUR OFFICE.

November 20.

Tungahing for Saigon
Macedonia for Hamburg

November 21.

Childer for Bangkok
Hainkong for Shanghai
Tokushima for Yokohama
Hainkong for Fookchow
Pakhoi for Tientsin
Assay for Shanghai
Laisang for Yokohama
Szechuan for Canton
Devanah for Bombay
Yunan for Saigon

PASSENGERS ARRIVED.

Per s.s. Mogileh arrived 21st inst. from Vladivostok.
Korobeynikoff Vodka,sky, Ice
Bruchoff Prince

Per s.s. Assay arrived 21st inst. from Bombay.
Burlingham, D Money, Miss
Bryer, Dr. Mier, O.
Searle, Mr and Mrs. Mier, D.
Gorst, E. Marks, W. H.
Chak, Miss Shepherd, Mrs and
Charlesworth, Miss
Adams, R. W. Rix, S. H.
Heern, Soh B. Tjong Saw San
Lindsay, Capt W D. Vernon, Y C
Irvin, F D

Per s.s. Devanah arrived 21st inst. from Shanghai.
Barf F H. Morbury, F G.
Bryan, Mr and Mrs. Murray, Miss H.
Brown, G M. Moogus, B N.
Cunningham, S. McPerson, Mr and
Chen, Lee T. Mrs.
Coles, A M. Madgen
Cochrane, Dr & Mrs. Parsons, Miss
Oohn, Dr R. Pavalarsky
Elmore, J. Phillips, Rev V.
Foreman, Miss. Robinson, A H.
Glennay, J W. Rolfe, S.
Gourwutch. Smart, Mr and Mrs
Gaskell, Dr. Schellin, Rev
Johnson, R. Sun, Cheng Mal
Kuhn. West, R F.
Kopp. Wootley, A.
Lucas, Dr R H.

PASSENGERS DEPARTED.

Per s.s. Empress of India departed 20th inst. for Shanghai.
Butler, Mr & Mrs H. Oppenheim, Dr.
Beck, Mr and Mrs J. Rosenthal, G.
Colter, T A. Raxor, Dr.
Denison, O G. Radcliff, Col.
Dulton, G A. Reed, L O M.
Edkins, Mr and Mrs. Sebag-Montefiore, J.
Huff, Dr. Stanish, Mr & Mrs.
Ingla, Mr and Mrs. von.
Shin Chin Shui.
Sotomayor, A P E.
Vander Stegen, Mr.
Monk, E H.

TIDE TABLE.

17th Nov., to 23rd Nov. 1913.

Hour	High Water	Low Water	Hour	High Water	Low Water
11	10 35	4 25	21	10 30	4 20
12	10 30	4 20	22	10 25	4 15
13	10 25	4 15	23	10 20	4 10
14	10 20	4 10	24	10 15	4 05
15	10 15	4 05	25	10 10	4 00
16	10 10	4 00	26	10 05	3 55
17	10 05	3 55	27	10 00	3 50
18	10 00	3 50	28	9 55	3 45
19	9 55	3 45	29	9 50	3 40
20	9 45	3 35	30	9 40	3 30

in morning a afternoon.

WEATHER REPORT.

On the 21st at 10.50.—Pressure has decreased considerably over Japan and moderately over S. Manchuria and N.E. China. It has increased slightly over the Yangtze Valley and is nearly stationary elsewhere.

The Japanese anticyclone is passing into the Pacific. A feeble anticyclone now covers China.

Moderate to fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	N.E. winds, moderate, to fresh; fine.
2 Formosa Channel	N.E. gale.
3 South coast of China between H.K. and Lamook	The same No. 1.
5 South coast of China between H.K. and Hainan	The same No. 1.

China Coast Meteorological Register.
21st November, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Wootok	7a	30.15	31	nne	4	0	
Nemuro	6a	30.16		sw	3	0	
Shkodate		30.19		n	1	0	
Tokio		30.34		n	0	0	
Kochi		30.17		sw	1	0	
Nagasaki		30.09		ene	1	0	
K'shima		30.12		se	1	0	
Oshima		30.06		sw	4	0	
Taha		30.13		nsw	5	0	
Yokohama		30.17		n	4	0	
Bonin Is.		30.20		e	1	0	
Chafoo							
Whaiwei		30.30	47	n	3	bo	
Hankow							
Iohang							
Kiukiang							
Shanghai		30.34	45	n	1	b	
Gutzlaff		30.28	53	n	3	by	
Sharp P.	7a	30.32	65	n	1	0	
Amoy	6a	30.25	64	75	ene	2	b
Swatow	5a	30.27	66	68	ne	1	b
Tahoku	5a	30.27		e	2	0	
Taihu	5a	30.25		n	2	0	
Tainan	5a	30.19		n	2	0	
Koshun	5a	30.15		ne	6	0	
P'dores	5a	30.21		ne	8	0	
Canton	6a	30.30	62	77	n	2	b
H'kong	6a	30.25	69	50	ne	2	c
Cap Beak	5a	30.25		nne	3	0	
Macao	5a	30.24	65	n	1	0	
Pakhoi	5a						
Holhow	5a	30.28	66	nne	2	b	
Phullen	5a	30.15	72	nw	5	0	
Tourane	5a	30.05	73	ne	2	0	
C. St. J.	5a	30.03	71	sw	1	b	
Anzari	5a	30.01	74	n	0	0	
Legaspi	5a	29.97	74	n	1	0	
Hollo	5a						
Bacool	5a						
Labuan	5a	29.98	84				

T. F. Claxton, Director.

Hongkong Observatory, Nov. 21.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, dr drizzling rain, fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day	On date	On date
at 5 p.m.	at 5 a.m.	at 5 p.m.
Barometer	30.15	30.25
Temperature	74	85
Humidity	51	70
Wind Direction	E	NNE
Force	1	1
Weather	o	o
Rain	0	0
Highest open air temperature on the 19th	85	85
Lowest	61	61

H.K. Observatory, 20th Nov., 1913.

T. F. CLAXTON, Director.

LATEST SHIPPING NEWS.

The E. and A. s.s. ST. ALBANS from Sydney etc., left Manila for this port on Thursday at Midday, and may be expected to arrive here on Sunday Morning.

The American and Manchurian Line s.s. KAPUE left Colombo on the 18th inst., and is due here on the 30th inst.

The N. Y. K. s.s. NIKKO MARU (American Line) left Nagasaki for this port on the 20th inst., and is expected here on the 24th inst., daylight.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via ports on the 18th inst., and is expected here on the 21st December.

The N. Y. K. s.s. SANUKI MARU (Calcutta Line) left Kobe for this port via Shanghai on the 20th inst., and is expected here on the 27th inst.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers, &c.
ALEXANDRA CAFE.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON & ANT- WERP via Singa- pore, Penang, Cmbo, Port Said, & Marseilles ...	Nubia Capt. F. J. Fox	about 28th Nov.	Freight & P'sage
LONDON, via Us- ual Ports of Call	Devanha Capt. W. R. Hickey R.N.R.	Noon 22nd Nov.	Freight & P'sage
SHANGHAI MOJI, KOBE AND YOKO- HAMA.....	Simla Capt. G. Philipps,	about 28th Nov.	Freight & P'sage
SHANGHAI	Assaye Capt. G. J. Coldwell R.N.R.	5 a.m. 22nd Nov.	Freight & P'sage